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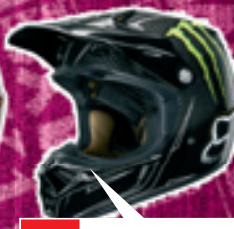
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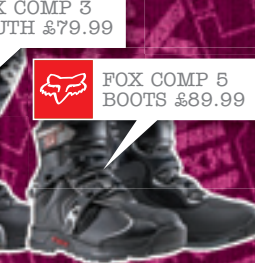
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Ryan Dungey leads Team USA to victory at the Motocross des Nations © Sarah Gutierrez

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Old-timer Alan Voase grimaces as he gets ready to grab a handful of gas on his vintage CCM © Suttly



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COMMENT

Don't you hate delays? Spending my formative years travelling up and down Britain with my dear old dad – back then the world's most impatient man – have rubbed off on me and now even an elderly cotton-top fumbling with her change at the Tesco checkout will have me muttering unkind things under my breath. I'm not proud of it – and I don't honestly think the old dear should be in a home (or that euthanasia can be involuntary) – but that's the way I'm wired.

But while I am an impatient fecker, I'm also a big believer in making the most of a bad situation. So when our flight out to Denver for the MXdN was delayed by an hour there was only one thing for it – a round of beers (white wine for the lady, naturally) with Jagermeister chasers. This was on top of a couple of cocktails plus a few more beers so by the time we were safely aboard the afternoon flight we were all in pretty high spirits considering the 10-hour journey ahead of us. Not so high that we were going to wake up in Denver in plastic handcuffs but just good and loose and having a bit of relaxed banter...

All of which goes a long way to explain why, when ex-DBR test rider Tony Marshall offered me some pills to help me sleep, I accepted without hesitation. I don't mind flying but I always struggle to sleep on planes and a few hours shut-eye sounded quite appealing. It was typically generous of Tony to think of his mate – it was also typical of Tony to pass me some powerful laxatives. We were in for some serious turbulence midway over the Atlantic!

But we made it safely across, there was nothing in the news about ships being sunk by blue ice and everything was looking good for a mega MXdN! Of course, we'd been through the usual selection stress. Tommy couldn't make it. Woody couldn't make it. Billy and Swordy picked up last-minute injuries and couldn't make it. Dean Wilson wasn't British. You know the score. Still, at least our Team Manager didn't get the tin-tack in the run-up to the event!

I spoke to all our riders beforehand and came away with three very different impressions from each for their motivation to be there. Dean appeared just happy to be picked. He wanted to race at the highest level, he wanted to test his skills against the best riders on the GP circuit, he wanted to get into the A Final this year! Jake, well, Jake just wanted to go out there and hang it out for Queen and country. Dead simple. But it seemed more complicated with Brad. I got the sense that he went there with a point to prove. Sure, he was proud to be racing for his country but he was definitely looking to prove a point.

And he did. He rode like a lion. I watched most of the final race from the back end of the huge quad before the finishline and lap after lap Brad launched himself up and over it. Totally committed. Balls-out. Pure determination. I'm not a big believer in flag-waving – the Americans certainly take it to a scary excess – and I don't subscribe to all that Rule Britannia bulls**t either. We're all the same species. But watching the way Brad, Jake and Dean rode – the heart they showed – made me proud to be a Limey.

And what about Ireland? In terms of pure racing – you know, over-taking and stuff – the B Final was epic with GC nailing down second, Marty Barr slugging his way to third and Stuey Edmonds working his way through the field. Okay, so they were never going to threaten the A Final podium but they can hold their heads up high after a performance like that.

Of course, we were all onto a hiding to nothing. And by 'we' I mean everyone there who wasn't American. Seriously, the might of the USA? On home turf? They were always odds-on favourites. But the MXdN is not just a competition to see which is the best MX country in the world. It's much more than that. It's a showdown between us and them. GP versus AMA. How else can you explain the French fans cheering on Roczen or the Belgian fans cheering on Townley – who by virtue of being A) a former GP rider and B) a Kiwi makes him C) not American and therefore D) one of 'us' – or even the British fans cheering on Roczen and Townley? But this us against them battle – whether it's in Europe or America – is never going to take place on a level playing field. How can it? It's the best three riders from one huge continent (minus Canada) taking on the best three riders from lots of individual countries.

So while America may still have hold of the Chamberlain Trophy – and they deserve to because they were worthy winners – there's lots of solace to be drawn from the fact that a GP rider won the MX2 class and a Belgian was top in MX3. In fact, when you look at it like that, the real score from Colorado is GP 2:1 AMA!

Take that Uncle Sam...

Sean



© Ian Roxburgh

NEWSHOUND!

A LEG-HUMPINGLY FINE DIRTY DELIVERY OF PIPING-HOT DIRT BIKING NEWS!

So the Americans won it, the Brits came home fourth – after missing out on the podium by a single point – and our Irish friends finished a disappointing 20th after transferring over to the main event by winning the B Final. What am I talking about? The Motocross des Nations of course.

Thunder Valley in Colorado hosted the 64th running of the event which turned out to be the 21st win for the Yanks and makes them the winningest nation by a long way ahead of us Brits who are still second on the all-time win list with 16 victories. Of course, the local boys were undoubtedly helped out by a less than full-strength Italian team, a below-par Belgian squad and Marvin Musquin's inability to do more than three laps in the points-payers. Still, a win's a win so well done to Ryan Dungey, Trey Canard and Andrew Short.

The British team of Jake Nicholls, Canadian ringer Dean Wilson (just kiddin') and Brad Anderson were painfully unlucky not to stand on the steps come the end of it all. And unlike in previous years when the Queen's team has thrown away a top result and lost out last-minute I believe that this year's score is about as good as we could have expected with the team that we had available.

Yeah, I know people are gonna point the finger at Jake's race one result but even if The Reverend had put in a solid, unhindered performance it's unlikely he'd have beaten his third moto score of 12th anyway so that moto would have still been the team's throwaway. But

whatever, for a squad dragged together all a bit last minute dot com fourth is frickin' amazin' so well done boys and roll on St Jean d'Angely in 2011.

With the race season now more or less over bar one or two key events – more about that in a bit – silly season is only just warming up but already it's getting pretty chuffing silly. Biggest news on this score so far is Ken Roczen's move to KTM – taking Suzuki's main sponsor Teka with him – where he'll join Jeffrey Herlings in an MX2 dream team that's more likely than not gonna bag the Austrian marque another 250F world title in 2011.

With Roczen in at KTM that definitely means Shaun Simpson is out and even though he's eligible for one last shot at the MX2 world title Woody will be MX1ing it up next year with the LS Motors Honda team instead. With GP-winning equipment ready to roll, the low-key Belgian squad could just be what Shaun needs to get his career fully back on track after two testing seasons with the full-blown factory KTM team. Woody'll be joined at LS by Belgian beanpole Ken De Dycker.

Meanwhile, CCM have re-signed Stephen Sword and Tom Church who'll take on a year of domestic action for the Bolton-based manufacturer. Yup, that's right, no GPs for CCM in 2011 and none for CAS either who'll also be concentrating on UK-only action for the immediate future at least. Although nothing solid is confirmed it's rumoured that the CAS team will be sponsored by a major vehicle manufacturer next year which will most likely mean their tie-in with Honda machinery will come to an

Thunder Valley – not a cloud in sight

Dungey smashes the s***thouse jumping record



James Noble's hanging his boots up at the end of the season



end n'all. Riders are yet to be confirmed but when we know you'll know.

Another team that's yet to confirm a starting line-up is the all-new Team NZ DBG Racing squad which is set to run riders in the MX1 division of the Maxxis British champs, Red Bull Pro Nationals, British Masters and selected GPs on Suzuki machinery. Not too much is known about this new team at the moment but like the CAS riders thing we'll share more news as we get it – keep an eye on www.dirtbikerider.com.

Two riders who won't be riding for them are James Noble and Carl Nunn who have both announced that they're set to hang up their boots come the end of the season. For the almost 30-year-old Proppa.com Honda racer and 31-year-old Suffolk-based Suzuki star 2010 has been a far from stellar season but with mad skills, great experience and good fitness you just know that either rider's capable of popping in a great result at any given moment – even if it just hasn't happened much of late. Both riders will be missed for sure although it's unlikely that either will disappear completely from the scene.

The British SX series kicks off this month with the first round of the Future West ACU championship being held in Belfast's Odyssey

Arena on October 23. Defending champ Gordon Crockard leads an entry which also includes Martin Barr, Jake Nicholls, Kyle Beaton, Neville Bradshaw, Steven Clarke, Adam Chatfield and Ryan Blizzard. Tickets for this full-throttle event are still available so don't delay call the Belfast Odyssey box office today on 028 9073 9074. Alternatively, log on to www.ticketmaster.ie. Following the Belfast bar-to-bar clash the series moves to London's O2 Arena on February 5 2011 before finishing off in Liverpool on February 19.

One week before Belfast the 28th annual Weston Beach Race occurs at Weston-super-Mare in sunny Somerset – that'll be the weekend of October 15/16/17 then. Although the beach blast ran through something of a rocky patch last year with that start-straight accident it's hoped that this autumn's epic will help put this great race for kids, quads, sidecars and solos back on track. Recently signed Factory KTM star David Knight leads an entry of hundreds for Sunday's main race – for more details log on to www.wbruk.com.

I had a call t'other week from an enthusiastic Dutch truck driver who wanted to know more about the awesome sand track he'd seen at the side of the M18 in Yorkshire. It didn't take too long to figure out that he meant the soon to be opened all-new

FatCat facility that's situated at Junction 4 of the aforementioned stretch of motorway.

Although it's not quite cooked yet the good news is that the new site's very nearly ready for consumption and it's gonna be a whole heap better than ever before with a GP-spec race track carved out of beach-like sand and a plethora of practice tracks cut from the same soil all ready to rip up when the new site opens in a few weeks time. We whizzed over to take a look at the new tracks with Gordon Crockard who absolutely loved it and vowed to return just as soon as it's open for business. For more details give milky Martin Craven(dale) a call on 07790 514509.

And finally... Over the years some pretty stupendous stunts have been performed on dirt bikes but I reckon that Ryan Dungey has surpassed them all with this leap over 12 thunder boxes – including one double-wide wheelchair-friendly version – that The Bear has named the world s***thouse jumping record. Rumour has it Robbie Maddison's lining up a Las Vegas leap of 15 portapoopas and a gourmet burger van for New Year's Eve. I'll be bringing you more record breaking attempts in the near future but until then keep your eyes to the skies and your fingers off the pies – you have been warned!



The new FatCat facility's almost good to go





WIN! WIN! WIN!

2011 THOR PHASE RACEWEAR AND A SIGNED ROBBIE MADDISON THOR JERSEY

It's probably safe to say that over the years Robbie Maddison has jumped even more things than yo' momma and that's made him something of a household name with the X-Games generation who are blown away by the Aussie's ballsiness.

To celebrate Maddo's testicular fortitude our good friend Bert from Madison – not to be confused with Bert from Sesame Street or Burt Reynolds from the 1978 movie Hooper which also features some pretty sweet dirt bike action and high-flying antics – has hooked us up with a race jersey signed by Robbie to stick on your wall and a set of 2011 Thor Phase racewear to stick on yourself and go ridin' in. Sweet huh?

To win this rather awesome prize we need you to answer this rather simple Robbie Maddison related question. What we want to know is in which city did Maddo jump up and

then down a replica of the Arc de Triomphe on New Year's Eve in 2008?

Is it:

- A: Paris
- B: Las Vegas
- C: Las Palmas
- D: Lass next door

If you reckon you know the answer then get all over the interweb and log on to www.dirtbikerider.com where you need to follow the competition link, fill out the required fields, check the terms and conditions then hit transmit before sitting back safe in the knowledge that you're in with a good chance of winning this awesome prize. The competition closes at noon on **November 4** with the first correct entry drawn totally at random winning the Thor swag and stuff.



BLOOD SWEAT AND GEARS

Welcome race fans to your monthly column for Blood Sweat and Gears – the only TV show that's 100 per cent dedicated to the UK off-road scene.

First up, let's have a look at what's coming up over the next month. Kicking off on Saturday October 9 we bring you action from the Wulfsport British Masters at Hawkstone Park featuring Pro MX2 action. The following week we're still at Hawkstone for more Masters action – this time Pro MX1. On Saturday October 23 we begin our two-part special on Dirt 3-2-1 featuring sprint enduro, supercross and motocross. And on Saturday November 6 it's British championship quads from Dean Moor.

We've pretty much finished our 2010 filming schedule now – just the Weston Beach Race to go which is one of the iconic events in the off-road world. We'd love to see you there. It's one of the most spectacular and visually arresting events in the country.

It's funny how times change. This event used to pretty much signal the end of the race calendar in the UK. When it started there were very few practice tracks so following the race most of us would simply put our bikes into storage until the following spring. Not anymore...

There's probably never been a better time to own a bike. Today there is a whole host of beach races, supercross, motocross and enduro events that seem to be running all throughout the off-season period, barely giving us a chance to rest our battered and bruised bodies. All throughout the winter there's so much choice as to where to go and ride. And then before you know it the new season starts and you're out every weekend.

Next season is already chock-a-block with races and events planned. I just hope, especially with the bigger championships that are in the pipeline, that the promoters and event organisers try to avoid date clashes as much as possible. Pros should be able to make a good wage every week and asking them to have to pick and choose between paydays isn't fair on anyone.

That said, a bit of healthy competition between promoters isn't necessarily a bad thing – they know they have to up their game when they're not the only ones attempting to get us to part with our hard-earned cash. Organisers working to raise the standards of their events will in turn help to build a strong, healthy scene in the UK. And that's something we can all benefit from.

Until next month, ride safe.

BLOOD SWEAT & GEARS is on the Extreme Sports Channel (Sky 419/Virgin 527) every Saturday. **Check listings for details.**



THE REVEREND NO CIGAR!

JAKE AND THE GANG COME OH-SO CLOSE TO MAKING THE PODIUM AT THE MOTOCROSS DES NATIONS...

Words by Jake Nicholls Photo by Ian Roxburgh

Hey everyone! Hope you're all good. To say it's been a hectic month would be a huge understatement. I'm sat in my lounge with our dogs Reg and Percy next to me listening to Eminem Ultimate 10 hits feeling seriously monged out after the journey back from Denver. It's Wednesday and I got home at 5pm yesterday so it feels like Monday – it's gonna be a short week.

Our mechanics Wayne and Jeremy are stopping at mine for the week as it's a bit much to go all the way back to Holland when we've got a British this weekend. They're up in the workshop doing some bits to the bikes and getting ready as once I've written this they're going to have a ride on my track in preparation for the BIG race of the year on Sunday – 'the mechanics race'! It's an awesome way to finish the season.

Jeremy is all pumped to do some jumps but I think Wayne's more humble in his approach to get around but they love it though! After Silverstone I drove to Holland on Tuesday with my mate Tom in the passenger seat, we chilled out at the workshop then drove to Lommel on Wednesday with Sven my Swedish team-mate. I struggled all day as I pulled my groin in the deep ruts of Silverstone – my fault as I didn't warm up properly) – but I got in about 50 minutes of riding in the sand so that was cool.

A quick update on what I'm up to as I write this. I've brought my laptop up to the track with me to watch the boys ride. Jeremy is giving it some beans on the 350 – defo top five for him – and Wayne said he's already tired after a lap! The Holeshot King is his usual self...

So, anyway, we went to Lierop and I qualified in 13th which was all right as I knew it was going to be a long day on Sunday and the track was already seriously rough. Sunday I went 13-10 which was okay and it was nice to get a double score in the GPs again which hadn't happened for a while. I also re-signed for the HM Plant Red Bull KTM UK team at Lierop which it's fair to say I'm pretty pumped about.

That week I practised at mine in prep for Fermo, the last GP of the year. Fermo was an amazing track and it was sooooo nice to get on some blue groove on race day. All weekend I had good speed and ended up going 10-8 on Sunday which was a solid way to finish up. That night we went back to the hotel then had a pizza and a beer with Mike and Paula Church, Archie, Jordan Booker and his pals, Justin Morris, Shaun, Roger, the Holeshot King and Jamie Coppins.

Then we went to the after party at the track which was good from what I can remember. I got fairly tangled up along with just about every rider but enjoyed myself. I was a bit of a zombie on the way home Monday! That week me and the Herd trained on Tuesday night then I rode the 350 all week which was good. I rode Brad Banks' track on Thursday which was awesome and man did the 350 feel good round there! I seriously like that bike. Rode every day of that week then on

Sunday Wayne and I flew to LA where we stayed that night then stopped in at FMF Monday morning where they gave us a tour around the factory and hooked us up with some pipes for the 350.

From there we drove a hour or so up the road to KTM USA so that Wayne could get the bike built up how we like it before the trucks left for Denver. At this point I've got to say a huge thanks to KTM and especially Leighton who has helped me out so much this year while over there – he's a Welshy though so he's a good sort and looks after his fellow Brits.

Once we were sorted there on Tuesday evening we drove and met up with Brad and Hayley as well as Chris his mechanic, Jesse P and a few others plus Tommy S who took us to his local go kart track which we soon got kicked out of! Wednesday we followed Tommy to Huntington Beach where we had some lunch then hired some cycles and cruised down the beach which was nice. We had a nice BBQ at Tommy's then booked our flight for the next day to Denver.

We landed there Wednesday and Brad hired a 12-seater van for the week, then we drove to our hotel which was a proper dump. The next day we got up early and went riding at a nearby track which was pretty cool – there were a few people there so it was good to compare speed. I felt I was going pretty quick and I enjoyed myself as I hadn't ridden since the previous Saturday at my mate's track and was starting to act hyper! So that went well and we all had a good feeling coming into the weekend.

Friday was full of press stuff and walking the track. I got to know Dean too which was cool – he's a nice kid with a good sense of humour about him and I liked him. I've got on well with Brad for years so it was cool to have a good spirit about us, we all have the same mentality of giving it absolutely everything and that was what it came down to on Sunday.

I had a setback with the bike on lap one of my first race but finished the moto anyway. Dean and Brad rode a blinder in race two and then it was up to Brad and me to pull it together in the last one. I got a good start and was in seventh on lap one. I pushed hard early on and held a good pace for a while but with five minutes to go hit the wall and couldn't keep that same pace. Paulin, Marmont and Brad got by meaning that we missed out on the podium by one point. I was so upset after the race as I wanted that podium so much for the team. But I gave it everything I could and that's what I promised myself I would do so all I can say is thank you to everyone who supported us in any way – whether you were there, watching on TV or online, honestly it means so much to me and the other boys.

So thank you and thanks to Wayne, Steve, Brad and Dean for big efforts all around and to Fox Europe for making us some awesome kit.

Go hard #45

J. Nicholls
dirtbikerider 15

NO FEAR





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All information correct at time of publication. Manufacturers listed represent a selection of those attending the event. Closing date for advance bookings is 15th November 2010.



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BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE DIRT BIKE RIDER ARCHIVES



September 1986:

Dave Thorpe – the Greatest Living Englishman – is on the cover for the second month in a row. And so he bloody well should be after clinching his second world 500cc title by beating Andre Malherbe in Luxembourg. We also tested KTM's new 125cc motocrosser and covered the controversy surrounding Rob Herring's selection alongside DT and Jem Whatley for the British MXdN team. Des Nations selection? Controversy? You don't say...



November 1991:

Desperate for a cover guy we ended up plumping for a shot of Dickie Dye (who?) testing the new KX125 but the big news inside was the MXdN. Held in the deep Dutch sand of Valkenswaard, it was won – you guessed it – by the American trio in the last race of the day. Belgium finished second that year n'all...

To trawl through more back issues of DBR hook up to www.dirtbikerider.com and click on the digital vault button – new issues are constantly being added so keep checking back...



CROCKSTAR

EXTREME ATHLETE!

FROM AN INTERNATIONAL SUPERCROSS IN SWEDEN TO A TWINSHOCK SCRAMBLE AT FARLEIGH CASTLE TO THE MOTOCROSS DES NATIONS IN AMERICA – GORDY'S BEEN TAKING IT TO EXTREMES THIS MONTH...

Words by Gordon Everhard Photo by Sutton

OMG! I am tired and my knee hurts. That's you up to date with my time of typing physical state. Mentally I have proper jetlag and I guess my brain is still on Mountain Time from the des Nations trip I have literally just got home from last night. It's Wednesday tonight and I need to get myself back in order before my final motocross of the season this weekend at Hawkstone Park – the last round of the Maxxis British championship.

I reckon my knee is hurting due to the fact that I had it reconstructed six years ago and it's still prone to being a tad unstable and obviously suffers swelling when I spend a long duration sat in an airplane seat. I'll have to just hope that the swelling is reduced enough by the time I throw my leg over the Kawi on Sunday morning.

Other effects from the trip are the usual things that I expected anyway – dehydration, dry skin and lips, bloated stomach, lack of appetite. I have managed to avoid the production of oxtail soup though which is a pleasant surprise as I think most of the Irish team were caught off-guard with that cheeky treat after the transatlantic flight over to Denver. Bags of cement for lunch all round! Swiftly moving on...

I enjoyed a quick visit to Gothenburg in Sweden for an international supercross. I was gifted a 2011 Kawasaki 450 to ride and raced it totally stock. It ran great and I felt at home on it straight away. The track was sick. The layout was massive and even ran up into the stands. They lay down boards with felt on top to take the track up into the seated area. It was interesting and added a bit of spice to it.

My team-mate for the event was Bryan MacKenzie and his mechanic BC came along for the ride too. Our agent Ola had organised the whole deal to perfection and we had nothing to worry about at all. Well, until the after party that is! Some crazy-assed alcohol-fuelled madman decided to kick start the CRF150 display bike that was in the nightclub. He revved it flat-out and ran off to hide at the bar while the bouncers hunted him down.

Now, I've seen some over the top reactions before but this one was level 10! The two bouncers nailed him to the floor until he fought them off and got up, then more bouncers and the police came in and dropped him to the ground and stood on him. He got a carpet burn down his forehead for it. Then the police arrested him and put him in their car. After a lot of explaining with the police, the badass bike revving criminal was escorted back to the hotel with no charges. It was almost jail for the night, eh BC?

Ivan McBride very kindly let me use his immaculate 1986 KX500 to race at the Vet des Nations at Farleigh Castle. You have to ride a pre-89 bike in the Evo class

or be over 35 to ride in the team race. I rode the Evo 500 race on Ivan's KX and also the twinshock open class on a 1981 490 Maico. I'd a bunch of mates there riding from home and Birdy flew down in his helicopter to stay for the weekend too. It was really, really awesome and I will definitely be back every year.

My heroes are all from that era and the beer tent was like a school reunion. I had a few stout on board and proceeded to play spot the ex-racer. I had an autograph book when I was a kid – I still have it actually – and it is full of all of the top British and GP riders from the 1980s and early '90s. Loads of the guys in the beer tent on Friday night were riders whose autograph I have in my book. When I told them this they thought I was taking the Micky. I even got Jeff Leisk to sign my/his Apico shirt that he gave me back in 1989 at the Belgian 500 GP at Namur.

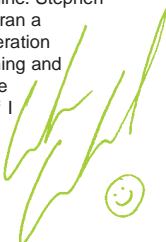
The races were fantastic viewing. I can honestly tell you that the international race that Greg Hanson and Ryan Hunt had was one of the best I have seen for a long time. It was on the same level as the David Bailey/Rick Johnson Anaheim supercross in '86.

Monday morning after Farleigh I met with the rest of Team Ireland at Heathrow and flew out to Denver via Atlanta. We got a 2011 KXF450 from Kawasaki USA and collected it from the track on Tuesday. We went riding on Wednesday and made some major engine changes on Thursday morning and then went testing on Thursday afternoon. The altitude is massive and there is much less oxygen in Denver. The bikes run very, very slow. We got it running good though after increasing the compression by a long ways and researching the best fuel to use. Gearing had to be changed too as the motor hasn't got strength to pull.

The team did very well in my opinion. The combined efforts of Martin Barr, Stuart Edmonds and myself resulted in a victory for the team in the B Final on Sunday morning. We were tired after that 35-minute moto and had to get straight back to the line for the first of the three main event motos. In the end we did a good job and all of the supporters should be proud of how we represented them.

Thank you to Geoff, Mike, Ian and Leo for working on and getting our bikes to the finish line. Stephen Russell acted as Team Manager and ran a flawless team. Our sponsors and federation supplied the dollars to pay for everything and without their backing we wouldn't have been there at all. To the catering staff I thank you for keeping the oxtail soup at bay and letting us concentrate on doing our jobs the best we can.

Thank you everyone.
Have a nice day...



WIN!WIN!WIN!

LIMITED EDITION **TWISTED 7** DVS SHOES!

With the news that Twisted 7 are headed back to the bosom of their spiritual home – that's Kawasaki y'all – where the madness began some five years ago, Jeffro Perrett (or El Presidente as we like to call him) has decided to offer one lucky reader a pair of these rather snazzy dot com limited edition DVS Twisted 7 signature shoes for free – yep, for free... free I tells ya!

The Twisted 7 team have been supported by the DVS shoe company for a wee while now but this year is the first time ever that they've produced these trick little numbers and because of that fact and the fact that we're a bunch of bloody good blokes we're offering you the chance to be the proud owner of a pair – that's one of only 36 pairs in the whole universe! And as an added bonus for the winner if you wear the shoes to any of the races that the Twisted 7 team are attending next year – that'll be pretty much every major youth and adult race – then they'll even welcome you in for a bit of hospitality.

It's like they're the goddamn golden ticket to Willy Wonka's wangtacular chocolate factory!

Anyhoo, to get your hooves inside these suckers just answer this question. Twisted 7 Kawasaki are supported by DVS but which of these American motocross teams is also supported by DVS?

Is it:
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B: Geico Powersports Honda
C: Monster Energy Kawasaki
D: Fat Sammy Suzuki

If you reckon you know the answer go online to www.dirtbikerider.com where you need to follow the competition link, fill out the required fields, check the terms and conditions then hit transmit and sit back safe in the knowledge that you're in with a good chance of winning a pair of these phat Twisted 7 sneakers. Hell yeah! Oh yeah, nearly forgot... the competition closes at noon on **November 4** after which the winner will be randomly chosen and notified ASAP.



TWISTED7

-COM

DVS

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SWORDY

BREAK TIME!

A STRAY STONE SMASHES SWORDY'S FINGER, PUTS PAID TO HIS PLANS OF RACING IN THE MX DES NATIONS AND HANDS HIM SOME UNEXPECTED R N' R...

Words by **Stephen Sword** Photo by **Sutty**

There's not been much racing going on this month as I broke my bloody finger at the Red Bull at Foxhill. It happened in practice – a stone flew up off the back of Jamie Smith's bike when I was on a qualifying lap and hit me straight on the left index finger.

At first I thought it was dislocated so I straightened it out myself but when I took my glove off I realised it was probably broke. The bone came through the skin so it was an open wound fracture – not good as you can easily get an infection. I was gutted as I was hoping to get in the des Nations team at that point but also relieved that I had four weeks before Hawkstone to get it better.

Ryan took me down to the local hospital in Swindon and A and E was packed out as usual so I had to wait a while. Got an x-ray and the doctor confirmed it was broken. He gave me a local anaesthetic in the finger to clean and stitch up the wound, he then put it in a splint to make sure it set straight and gave me a course of antibiotics to take home. By the time I came back to Ryan in the waiting room Jodie was there to see what damage I'd done. With us living just around the corner it was pretty handy.

Ry and I headed to Starbucks to cheer ourselves up before heading back to the track. Not the day I was hoping for when I woke up that morning!

Since then I've just been keeping up my training and getting the finger better for Hawkstone. I had to be careful with it for a couple of weeks and the stitches came out after 10 days. I couldn't even play golf which was frustrating as the weather was still nice so that was a bummer. I've re-signed with CCM for next year which I am really pleased with and looking forward to very much. TC has signed as well so that's another year of mothering him for me. We get on well and have a good laugh in the week so I'm looking forward to all that again.

The weekend after I broke my finger we decided to get away as I was unable to ride so we went up to Scotland for a few days. It was my brother's girlfriend's 21st birthday party so it was

nice to be able to go up during the season.

Ayrton does love it up there as he loves tractors, diggers and animals and where my family live you see that all the time. It was such a nice break, sitting next to an open fire with everyone spoiling Ayrton giving Jodie and I a break. The party went great and I was the driver for the night so I was watching everyone get very drunk which was a laugh, especially watching Jodie! I saw people I hadn't seen since I was young and a lot of my family were there. In the morning Ayrton was up at 6.30 so as you can imagine I was tired and the missus was still drunk – not a pretty sight!

The following weekend my brother and his girlfriend came down for the weekend. On the Saturday we had my niece's third birthday which was sweet as Ayrton was on top form and has turned into such an independent little boy – Jodie hates that as she is still referring to him as baby Ayrton at 17 months! On the Sunday we went into London – we had a look around Covent Garden and ended up going to Pasaje Del Terror. It was funny. I love the way they say no running, yet the whole group leg it through the rooms. After that we all went for some food and on our way out we saw a theatre that said ghost stories. We thought it would be really scary. Kev and Jodie love all that so we ended up going that afternoon. What a load of rubbish! Not one of us enjoyed it so my advice is don't waste your money, it is not scary. Apart from that it was a great day.

We did have a sad month overall though as our dog Mia become ill and we found out it was an aggressive tumour. After two weeks of tests and medication she got worse and we had to put her to sleep. Her brother from the same litter is struggling as he's never been without her in 12 years. It's strange not having her here anymore – Ayrton keeps calling her and looking for her which is sweet but sad. So it's not been the best month – let's hope next month is better.

Braaaaaaap #71

Handwritten signature: #71



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STEPHEN SWORD

THE MULTI-TIME BRITISH CHAMPION AND CCM FACTORY MX1 PILOT OPENS HIS HEART TO YOU, DEAR DBR READER...

Interview and photo by **JP O'Connell**

Q: How did it feel to once again be overlooked for the des Nations team?

Terry Smart, Bridgend

A: "I guess my GP season let me down. I really wanted to go and was more on-form at the time the team was picked. I was in contact with Steve Dixon after Farleigh and Silverstone, then I broke my finger at Foxhill so that put a definite no to that. Always next year!"

Q: Are you riding the CCM next season and if not who will it be for?

Nathan Jackson, Limington

A: "I'm 110 per cent on CCM for 2011."

Q: Is it true that you have decided to stop riding GPs to concentrate on the national championships?

Bobby Huffman, Southampton

A: "I have put the national championships as my main priority, I will also do some GPs but not many. Definitely the British GP."

Q: As well as yourself both Chad Reed and Casey Stoner have suffered from the Epstein Barr virus. Are you clear of it and what causes you to contract it?

John Wilson, Chew Valley

A: "I am clear of it now at last and I think you can see from my results of late that I'm back to form. You can get it from a number of things but mainly over-doing it and letting your immune system get low. It can take anything from one month to one year to feel 100 per cent again."

Q: Having spent the majority of your career on 125cc and 250F machines do you actually now prefer riding the 450F?

Ron White, Derby

A: "I really enjoyed my times on the 125s and 250Fs, I had some great results and great memories. The 450F is a lovely bike and I enjoy riding it. I want to add a 450 British championship to my 125 and 250 ones before I stop racing."

Q: Did it surprise you that your main challenge in the

British championships has come from Bobryshev?

Ian Mockeridge, Westham

A: "Not really but it surprised me how consistent he has been."

Q: Had you not smashed your leg and heel to pieces back in '06 do you think your career would have panned out much differently?

Adrian Palmer, Ashover

A: "Who knows? One thing for sure is that my ankle would be in better shape than it is now. It took me a long time to recover from that accident but in some ways it made me stronger."

Q: You seem to have been racing for years and years – can you pick out a favourite race?

Niall Fletcher, Gateshead

A: "That's a hard one. It's great when you win so my first GP win in '04 was special. I've also had some great races with other riders throughout my career."

Q: If you and TC had an arm wrestle who would win?

Thomas Church, Marshfield

A: "Let's get it on Slim! I'm not the best at arm wrestles but let's have a go!"

Q: During the season do you ever have a complete day off with no training, riding or travelling to races?

Mark Nash, Preston

A: "Yes, I have days off just relaxing at home which is nice."

Q: CCM aside, if you could pick any of the GP teams to ride for which would it be and why?

Melanie Fernley, Falkirk

A: "I think Rinaldi Yamaha is a good team. It's Italian so the pasta would be good!"

Q: I'm 37 and planning on having a go at the sport I loved to watch as a kid but my mum says I'm too old – what's your take? And my two-year-old son thinks you're cool.

James Wright, Chalfont St Peter

A: "Say hello to your son from me. I would say you are in your prime at 37. Have a go just for fun and enjoy it."

Q: Have you thought about what you will do post motocross?

Jimmy Weston, Castle Cary

A: "I would love to stay in the industry in some way and I enjoy teaching the young riders. We will just see what develops, I've got a few years left in me yet!"

Q: Dave Thorpe was always pretty hard on himself if he wasn't riding well – does he give you much grief if you're not firing on all cylinders?

Andrew Longman, Filton

A: "Dave is one of my best friends but when we are at the races he will do and say anything to get the best out of me on that day. You need someone pushing you but in a positive way."

Q: Who have you had the biggest rivalry with during your career?

Bill Hollings, Redbourne

A: "In the British championships it was probably Billy Mac. In '04 and '05 it was Townley, Cairoli and Rattray."

Q: When the season ends does part of you dread the thought of having to put yourself through the gruelling winter training regime?

Marcus Baker, Hartlepool

A: "I have five weeks off from training after the last race, then we start training in mid November right up to Christmas. I really enjoy the training. Some days are freezing but when you've finished and sitting in a nice hot bath it feels great."

NEXT MONTH

DAVID KNIGHT >>

The big Manx bruiser's waiting in front of his PC in anticipation of a proper probing so fire off your questions to him – nothing too saucy mind – at dbproprobe@googlemail.com

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FIRST LADIES!

NOT A COJONE IN SIGHT AS WE INJECT A HEALTHY DOLLOP OF OESTROGEN INTO THIS MONTH'S FEMME FEST AS US CHAMP JESSICA PATTERSON FACES OFF WITH UK NUMBER ONE NATALIE KANE...

Interview by JP O'Connell

DBR: Who would you like to play you in a film of your life?

JP: "Sandra Bullock."

NK: "Someone close to me that also rides, so they know exactly how to play me and what it feels like to ride and the adrenaline that pumps through your body when that 15-second board goes up."

DBR: What was the last lie you told and who was it to?

JP: "I lie every time I play poker with the guys. You can never tell them the truth about your hands and they think women don't lie in the game anyways."

NK: "That would probably be to my mum on how much I really spent shopping!"

DBR: Could you check your own valve clearances?

JP: "I know how to do it but would I do it right? I don't know. Ha ha!"

NK: "I've been sponsored since I've been on four-strokes so I don't know as much about them as I did two-strokes. I could change my own piston so maybe on a four-stroke I could strip the engine and put it back together again?"

DBR: Something you eat that you know you shouldn't?

JP: "I love sweets. I just have to try and keep it down to a minimum."

NK: "Oh that would have to be crisps – I could eat them all day!"

DBR: You're in second and on the leader's rear wheel – do you take her out in the last corner for the win?

JP: "Yeah of course! I had to do that one year at the Loretta Lynn's championship in 1999. Whoever won the last moto out of Stefy Bau and me would win the championship. I was on her rear wheel the whole race and had to make the pass in the last corner of the last lap. I wasn't dirty but it was a good close pass. I won it!"

NK: "I wouldn't intentionally try to take her out but if they leave the gap then I'm going to go for it."

DBR: Do you own a pair of pyjamas?

JP: "Yeah, only because my grandma loves to buy them for me."

NK: "Yes! I love my PJs – so comfy and relaxing."

DBR: What has been the highlight of your career so far?

JP: "I think winning all of the races and championships

are a highlight, also being on the Factory Yamaha team this year."

NK: "Riding in the mini des Nations for Ireland on an 85cc and getting second overall in 2007 in the women's world championship at Lierop."

DBR: What car do you drive?

JP: "An Aston Martin! Ha ha, I wish! I have a 2001 Toyota Tacoma."

NK: "My sister's Golf – I only have a van!"

DBR: And if money were no object?

JP: "I would buy a lot of land with a decent size house. I would have a garage way bigger than the house and buy lots of toys to put in it. I would have all kinds of tracks and it would just be a huge playground."

NK: "White Range Rover Sport."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

JP: "No, most of the time it's just me, the rider."

NK: "No, if it's me I say it's me – everyone has good and bad days."

DBR: If you could change anything about yourself what would it be?

JP: "I would like a few more inches added to my legs."

NK: "That I wasn't such a fussy eater!"

DBR: If you could meet any person – dead or alive – who would it be?

JP: "There's a few – Lil Wayne, Eminem, Lebron James, Michael Jordan or Joey Logano."

NK: "Sebastian Tortelli, he has always been my favourite from when I was young – that's why I'm number #44 from the year he won the 250cc world championship – but I have never met him."

DBR: If you could have any superpower for a week what would it be?

JP: "To be as fast as James Stewart. Isn't that a superpower? Ha ha!"

NK: "To read people's minds."

DBR: If you were shipwrecked on an island that had fruit and water, what three things would you want washed up with you?

JP: "My pugs, iPod and dirt bike."

NK: "My MX bike with an over over-sized fuel tank, a

friend so I wouldn't be alone and some music."

DBR: Out of all your stuff what's your most prized material possession?

JP: "All the stuff I got and have from when I was nominated for an ESPY award in 2008."

NK: "My phone keeps me in contact with everyone no matter where I am."

DBR: Favourite race you've been in?

JP: "Back when I raced amateur I loved going to Loretta Lynn's."

NK: "On an 85cc at home in the Irish championships with Edward Allingham – we went back and forth the whole race. Even though I didn't win it was an exciting, scary race."

DBR: Be honest, how often do you Google yourself?

JP: "I might have like five times."

NK: "About three times when I want to look back and see what I can find from the old days!"

DBR: One thing about your riding style you'd like to improve?

JP: "I think Ryno would agree that I need to ride on the balls of my feet better."

NK: "Using my front brake."

DBR: What's your favourite film?

JP: "The Hangover."

NK: "White Chicks."

DBR: What's your most annoying habit?

JP: "Probably that I can't sit still very long. Always have to be doing something."

NK: "I ask the same question a lot."

DBR: What has been the worst MX-related decision you have made during your career?

JP: "Taking the wrong lines at the wrong times and losing the race because of it."

NK: "To come back too early from injuries and also riding on with injuries doesn't help in the long run."

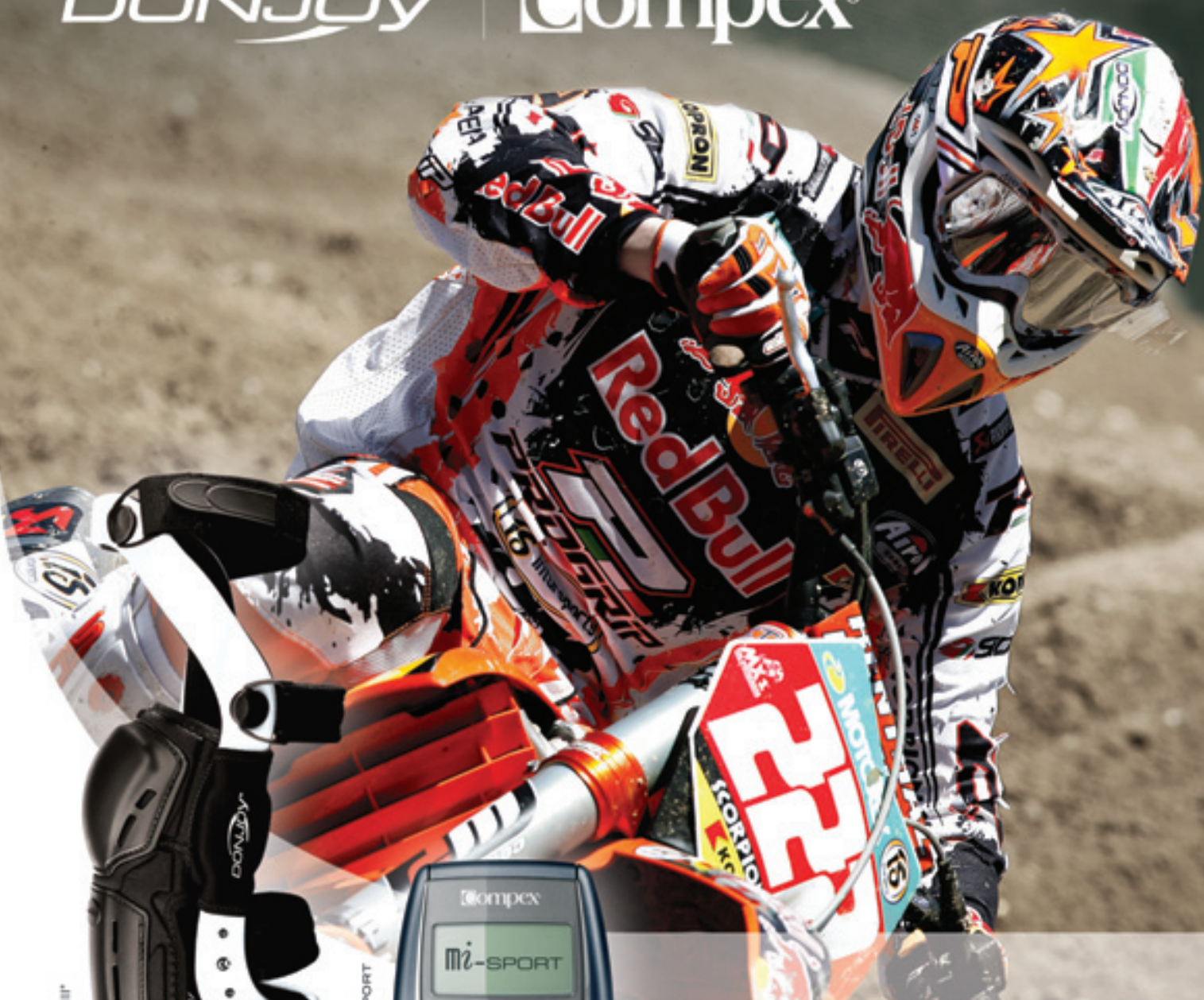
DBR: Something about yourself that nobody else knows?

JP: "Well, now if I told you that then everyone would know."

NK: "I want a monkey! Ha ha!"

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Stuart Edmonds, Martin Barr and Gordon Crockard ride out of their skins in Colorado

THUNDER CATS!

STUEY, MARTY AND GORDY DO THEIR COUNTRY PROUD AT THE MOTOCROSS DES NATIONS...

Words by Stevie Mills Photo by Ian Roxburgh

Well done to Russell's Rangers – yet again taking the hard route to the A Finals at the des Nations at Thunder Valley in Colorado by way of winning the B Final!

The qualifying heat results of Barr 12th, Crockard 16th and Edmonds 16th would normally be more than enough to secure a place in the main event but not so this time around so Team Ireland got to run a four-race programme on the Sunday. The boys enjoyed the B Final and it showed with Gordy second, Marty third and Stuey fifth. It's a great feeling running at the front but, heck, racing in that heat saps energy. Like wrestling a rhino!

Team Ireland scored a very credible 20th out of the 30 teams that entered – Edmonds carded 17th overall in the MX1 group, Marty was 19th in MX2 and Gordy came home a respectable 15th in the Open class. Not bad when you consider they all did an extra race in that heat and at altitude. On a square foot basis Ireland is no giant so getting our Paddy butts into the A Final in the des Nations is no mean feat. The track was one tough lady with jumps that required steel nuts and total dedication so well done guys.

Congratulations to Martin Barr on wrapping up the Red Bull Pro Nationals MX2 title in fine style, a just reward for the under-exposed and hard-working lad and a fantastic return on investment for Paul Rowlands and the PAR Homes Honda team. In true Cinderella fashion, Martin's deal for the 2010 season fell foul of boardroom cutbacks leaving a deflated Marty pondering over partnering up with dad and running an MX1 bike as this would have been the more cost effective class for a privateer.

Then his PAR fairy godfather stepped in.

The 2010 Irish MX1 series has not been a walk in the park by any stretch of the imagination and when the fat lady started to sing the name of Thomas 'The Tiger' Merton as the new champion his long journey back to the top of his game had been completed. Tommy claimed his first Ulster championship back in 2000 and went on to capture a further four Ulster titles although the Irish championship had always eluded the Belfast-based rider – and time seemed to be running out for the veteran!

It was fitting that Athlone hosted the final round of the series that was a shoot-out between the on-form Robert Hamilton and the elder statesman of the Irish startgate. Tommy Merton had attracted a good crowd of spectators to the natural, picturesque Doon circuit – despite the weather! Tension was high in the paddock with the title on the line and Wayne Garrett returning from injury and determined to win the final round. Hammy and Wayne had clashed earlier in the season which resulted in a shoulder injury for Wayne which pretty much put paid to his Ulster championship hopes. So when both riders had a coming together in the first corner of race one it was game on!

Wayne won the overall on the day with 1-2-1 scores, Hammy's 2-1-2 scorecard was eight points shy of taking the MX1 Irish crown and Tommy went for the Hollywood finish, picking himself off the ground in the final moto of the season to grasp the championship from Hamilton in the dying laps.

The Irish MX2 championship was pretty much a Team AJ Elite Bathrooms battle between

eventual winner Jason Garrett and runner-up Davy Gorman. KTM again claimed the top three steps of the MX2 podium with the final spot being earned by up and coming Southern Centre young gun Michael Mahon.

Michael's third place in the series is testament to the efforts of both himself and his hard-working sponsor and mentor Graeme Vigers, proprietor of VMX in county Wexford. Graeme himself is no stranger to top level racing, taking several major accolades throughout his racing career which, unfortunately, came to a premature end after sustaining a serious back injury a few years ago during a championship meeting at Tinkerhill.

Gordon Crockard will receive the best possible support for his defence of his British Open class SX title as round one of the Future West-promoted series kicks off on October 23 at the Belfast Odyssey.

Martin Barr will also keep the home fans on their toes – Barty is a naturally great SX rider and will be keen to ply his talent in front of his adoring Ulster fans.

Latest News on the J&R practice and training facility at Nutts Corner is that the track will reopen on January 1 – just in time to shake off your New Year's Eve hangover and get your 2011 season back on track! Frank and his crew have pumped a lot of time and money into this facility because they are 100 per cent true motocross enthusiasts who want to create a home for all you guys to meet and ride your bikes.

See you all at the supercross...

Stevie



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TOP CATS!

JONTY SALUTES ANTOINE MEO, MIKA AHOLA AND DAVID KNIGHT – THIS YEAR'S ENDURO WORLD CHAMPIONS...

Words and photo by Jonty Edmunds

So that's that, the 2010 Enduro World Championship is done and dusted for another season. A year that's seen a well known Manxman return to the top of the EWC pile having lifted a third Enduro 3 world championship, 2010 has also seen the emergence of yet more top-line world championship riders from France, travelled to Turkey for the first time ever and witnessed three different manufacturers winning the three senior EWC titles. It's fair to say it's been a good year for the championship.

In this year's three world champions – Antoine Meo, Mika Ahola and David Knight – you'd be hard pushed to find three more different individuals. With everything from their riding styles to their off-track demeanour to their eating habits, similarities between the three of them are almost impossible to draw. Yet each has achieved what he set out to do, uniting them as sportsmen that have landed the sport's biggest accolade – that of winning a world title.

Of the three it's Antoine Meo who's the 'newcomer' to world championship glory. Three years after he made the switch to enduro from motocross the Frenchman has finally achieved his dream of becoming a world champion. Arguably as important, he's returned Husqvarna to the winner's circle.

Going up against the veritable powerhouse that is Johnny Aubert and KTM, some – despite his impressive form during the second half of the '09 season – weren't convinced Antoine would

be able to deliver the goods this year. A great enduro rider he'd certainly proved himself to be but a world champion? Not everyone was sure he'd deliver the goods.

But he did and while things were made easier for him thanks to a double DNF at the GP of Italy by Aubert and a day one DNF in Spain by Eero Remes, Antoine proved himself in no uncertain terms. Yes he stumbled slightly at the penultimate round in Turkey but at the series finale in France he showed that he could deliver the goods as well as dealing with the pressure of expectancy.

Enduro 2 world champion Mika Ahola has become a world championship winning machine in recent years and shows no signs of losing his competitive edge despite having reached the ripe old age of 35. Putting his name to a fourth world title in as many years, Mika again showed this season that he's not only a tough act to beat but is one of only a handful of EWC riders that can be truly competitive in all conditions.

Although anything but confident that he'd be the rider to beat this year when the series began back in April, Mika started strong, remained consistently fast and never faltered. With many a close fight with KTM's Ivan Cervantes, Mika more times than not came out on top and little by little edged ahead in the championship race. Even when things didn't quite go his way he remained jovial about the situation and genuinely seemed to enjoy having to really fight for what would soon become his world title. Leaner,

meaner and arguably faster than ever, Ahola not only showed that he's in no way ready to stop racing but that if others are to beat him in 2011 they'll certainly have to raise their game.

Last but certainly not least is David Knight – winner of the E3 world championship. Delivering stand-out result after stand-out result this year, it's easy to forget what David went through during his turbulent BMW-to-Kawasaki '09 season.

Make no mistake about it, 2010 was a seriously important year for Knight. At the start of the season things could have gone one of two ways. With everything working out well he'd have his career back on track but if he failed to deliver the results, for whatever reason, his days as one of the EWC's key players would have been numbered. It was a season during which he absolutely needed to deliver the goods.

David never believed he'd do anything other than return to past form this season, although was realistic that it might take him a few races to get back into the swing of things. Winning first time out in Spain, while he wasn't always the fastest E3 class rider this season he showed that he was able to do everything from winning big to digging deep when under pressure, all the time remaining consistent. Like Meo he was helped by inconsistency from his expected closest rival but Knight delivered the goods on so many levels during 2010 that there's no questioning he was the rightful winner of the E3 title...

Knighter and gang celebrate world title #3 for the Manxman



ASTERISK CELL KNEE PROTECTION SYSTEM

If you're the kind of fellow Who frequently would bellow 'Why oh why must they be red?' These one colour braces do in my head' then we've got some great news for you because these previously one colour only Asterisk Cells are now available in all the colours of the 'pride' flag except for Barney the Dinosaur purple!

Asterisk Cells are claimed to have the most advanced design for a knee protection system in the world with their revolutionary design born from riders with orthopaedic bracing backgrounds. Available off-the-shelf, Cells are easily customisable by the end user and answer the need for superior protection at a reasonable price.

Price: £549.99
Supplier: madison.co.uk
Contact: 0870 034 7226



ETNIES METAL MULISHA FADER SHOES

The Fader is another great Metal Mulisha branded skate shoe from Etnies which is very stylish, comfortable, hard wearing and normally sold as a pair. While a pair of Faders are designed and built with skaters in mind they're equally perfect for wearing to work, the track, the shops, the cinema, the roller derby, that street corner where the b-boys roll out their lino or indeed a Bar Mitzvah – mazel tov!

Price: £54.99
Supplier: freestylextreme.com
Contact: 0117 967 2240

FOX RACING 360 RACEWEAR

This here Victory kit is the very same stuff Dr Trey Canard was wearing when he wrapped up the AMA Lites motocross title at Pala last month. So if you want to look like a winner – even if you're not – hook yourself up with some Victory kit today...

Price: V3 victory helmet £230
360 Victory jersey £40
360 Victory pants £135
Supplier: foxeurope.com
Contact: 0191 487 6100

EKS BRAND GOX LIMITED SERIES GOGGLES

It's always nice to see a new brand on the pages of Stuff and this month it's the turn of Eks Brand goggles to make their UK debut. Eks Brand eyewear is already very popular in the US and it's easy to see why with the smart designs and wild colours really standing out both in the pits and on the track. The first shipment is due to land in the UK real soon so make sure you get the holeshot on owning this exciting new eyewear brand.

Price: £39.95
Supplier: Illumin Distribution
Contact: 07746 112092
sales@illumindistribution.co.uk



FACTORY FX 2011 GRAPHICS

Here's just a little taster from the brand new Factory Effex line-up that are rarely beaten on price or performance. These are super thick, super sticky and super scratch resistant graphics that are built to look good and last n'all because there's nothing worse than spending big bucks on a full graphics set only to have it look fifth hand at the end of the first moto or – even worse – stuck to your leg. As a top marketing executive might say – buy quality, buy once!

Price: from £49.99
Supplier: madison.co.uk
Contact: 0870 034 7226



ONE INDUSTRIES FALL 2010 HELMETS

Both the high-end Trooper 2.0 and budget Kombat models of One Industries helmets get the job done when it comes to protecting your bonce from the bashes and bangs that you pick up during an average dirt bike battle. Very comfy, well vented and super smart looking too, the full range of One Industries skid lids are well worth checking out so head online and see what tickles your fancy...

Price: Trooper 2.0 £199.99
Kombat £99.99
Supplier: oneindustrieseurope.com
Contact: 01404 549696

NO FEAR 2011 ELEKTRON RACEWEAR

Although they never really went away No Fear are back in the UK for 2011 with a brand new distributor – Decade – and some brand-new designs, although a lot of the new Elektron range looks kinda similar to the stuff No Fear launched with way back in 1999 although the technology is way more advanced. Retrotastic dudes! To see more from the new range check out www.nofear.com...

Price: Jersey £39.99
Pants £139.99
Formula gloves £29.99
Supplier: decade-europe.com
Contact: sales@decade-europe.com

ARAI VDB REPLICA VX-3 HELMET

The Arai VX-3 helmet needs little introduction to MX racers as it's considered to be one of, if not the, finest off-road helmets available on the market today. With national gift day fast approaching Arai have released a whole new tribal-tastic design that they're calling the VDB – or Van den Bosch replica if you prefer – which is available in red, blue or silver and sizes XS to XL.

Price: £469.95
Supplier: apico.co.uk
Contact: 01282 473190



THOR PHASE ROCKSTAR KIT

Thor's new Rockstar kit is emblazoned with official Rockstar logos and colours that'll get you noticed at any track and all at a price that means there will be cash left to spend on gleaming a few more ponies out of the engine! The whole kit features a unique print that's as aggressive as the brand it represents. Roar!

Price: Jersey £39.99 Pants £99.99
Supplier: madison.co.uk
Contact: 0870 034 7226



FOX RACING WOMEN'S CASUALWEAR

Girls have got it soooo good this fall with a whole heap of cool new casual Fox swag available to suit all tastes. And now thanks to the good homies at Freestyle Extreme you don't even have to leave the house to peruse and buy it as it's all online at www.freestylextreme.com which gives you more time to concentrate on the cooking, cleaning and ironing. Good times!

Price: various
Supplier: freestylextreme.com
Contact: 0117 967 2240



ATTEN-CHUN!

Etnies Allow me to introduce myself and my friends. I am Joe (Rifleman) and my friends are Martyn (Corporal) and Nathan (Rifleman). We are currently based in Northern Ireland with 2nd Battalion the Rifles.

We are all totally motocross mad – Martyn has a KXF250, Nathan a CRF450 and I have a CRF250. We're currently trying to form a team to race other battalions and civilians as well. We have bags of enthusiasm, stacks of fitness and tons of morale – the only thing we lack is support.

All we kindly ask of you is if in a corner of your armoury of motocross goodies you stumble across any stickers, t-shirts or other excellent DBR items you may not miss too dearly we would give them a very good home.

Joe, via email

We'll be delighted to see what we've got lying about the office for such a worthy cause but, in the meantime, we're willing to sponsor you to the tune of one pair of army regulation Etnies and a bottle of regimental Muc-Off!

RM JOB!

I have got back into the world of motocross again over the past year after having a 15-year hiatus from the sport. I bought myself an RM125 (2003) and spent good money turning her from a broken wreck into a right little zinger! Now she looks good and rides great. I really wish I had got back into the sport earlier.

Anyway, I went to Canada Heights on the Saturday for the Red Bull Pro Nationals and what a great day of racing! There are some cracking young riders coming through, especially Conrad Mewse. He is such a smooth rider and for such a young lad is a joy to watch, a definite world champion in the making.

The two-stroke racing was also superb with the likes of Elderfield and Eastwood battling it out at the front, switching places at least three or four times a race. It's just such a shame that more people don't come on the Saturday and watch the Elite Youth Cup and two-smokers as there are some cracking riders and some great racing going on.

Steve, Essex

Welcome home Steve! You've certainly missed out on a lot over the last 15 years – did you know, for example, that our very own Deputy Dawg won world back-to-back world titles in 1999 and Y2K? Or that Lawless won the 2003 West Coast 125cc SX crown. They did, honest! Another little known fact is that DBR designer Large Marge (built like a barge) is some sort of a second cousin once removed to young Mr Mewse. And that's a cold, hard The Bear fact.



HAPPY BIRTHDAY

I just wanted to say great mag and keep up the good work! This is a pic of Cason my godson who will be one this September and I think it would make his day if DBR would publish this photo of him wearing his KTM Red Bull race t-shirt in the September issue! I'd also like to wish him a very happy first birthday from his uncle Jeff...

Uncle Jeff, via email

Sorry Uncle Jeff, we know this is a month late – wish Cason a belated happy birthday from everyone at DBR Towers will ya!

CRAZY DUTCHMAN!

While I was on my holiday in the UK (I know what you are thinking right now but I just happen to like your country) I went to see the Maxxis British round at Farleigh Castle.

I can't see why people are always moaning about the three-race format or the entry fee, I just don't get it! I think it was a great event – I've never seen a Dutch national race which I enjoyed as much as Farleigh Castle! The three races are good – never a dull moment on the day – from a spectator's point of view anyway. I know the riders disagree but I think it was worth every penny! It was a great old-school track and it's nice to see legends like Coppins, Sword and the Crock Star just hanging against the fence, watching the racing without people bothering them.

It was great seeing Coppins race his last UK race and CCM take their first overall in 33 years! All-in-all a very good day and I will definitely go and see another Maxxis British round if I have the opportunity!

Love your mag and keep up the good work!
Jeff, Holland

Hey Jeff, thanks for taking the time to email! Glad you enjoyed Farleigh and be making shure you come over again shoon already...

WHATABOUTYE!

Hello to all! Firstly, I'd like to say that Dirt Bike Rider magazine has been my only source of motocross reading in years – each issue keeps me occupied for months. Secondly, I would like to mention that I am from Ireland – the land of the leprechauns!

I used to race or practice every weekend – if I wasn't on a crosser I was thinking about them – but sadly I had to give up motocross because I joined the British Army – The Royal Irish Regiment – so I am off to the UK in November!

In the meantime could you please send some motocross posters or stickers – basically anything to remind me of being on a bike again? Once I get the money together I will hopefully be hitting the fantastic British MX tracks!

Paul, County Cork

Seeing as you asked so nicely...

PROTECTION

Hey DBR! I'm writing in to ask you if you've noticed that most top racers are ditching their body armour and only wearing neck braces. I'm not saying that body armour is more important then a neck brace but it's still a vital piece of kit. Also top athletes must know that young up-and-coming racers will be looking up to them and seeing they have no body protection on and then start to wonder if they need it.

What's your take on this?

Arran, Swindon

If anything Arran we reckon more riders are wearing body armour these days to deflect the roost from four-strokes but we're sure that most up-and-comers after getting a stone-spray sandwich will decide all on their own some that they need armouring up.



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk

All letters/emails must be accompanied by a full address.

Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of Etnies Jameson 2 shoes.



SX SEASON

We're just about all done and dusted outdoors so it's time to head indoors for the supercross season – starting with Future West's one night stand at Belfast's Odyssey Arena where both the Crock Star and the Barr Star will be looking to nail down hugely popular wins on home turf...



© Surty

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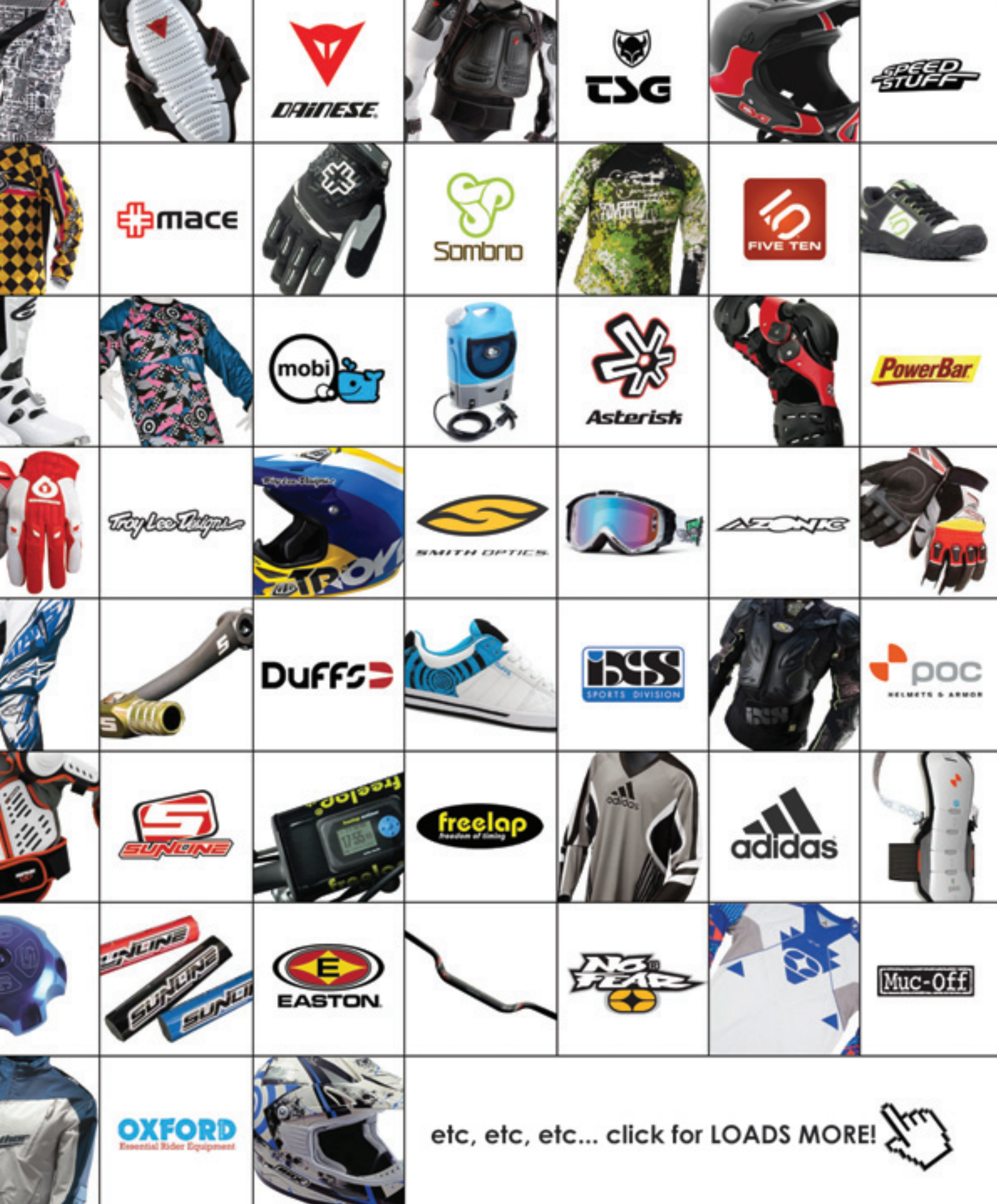
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AMERICAN IDOLS!

TEAM USA LET RIP WITH A STAR-SPANGLED STUNNER, WORLD CHAMPS CAIROLI AND MUSQUIN STRUGGLE AND TEAM GB FIGHT TO FOURTH AS THE MOTOCROSS DES NATIONS RUMBLES THROUGH THUNDER VALLEY...

Words by Sean Lawless

'USA! USA! USA! With no time to lose if we're going to make our flight from Denver we're tear-arsing through the car park towards our beast of a hire vehicle and Thunder Valley is, well, thundering to the chants of a delirious partisan crowd. America have just retained their Motocross des Nations title and the home fans have erupted into a frenzied orgy of flag-waving, chanting, stars n' bars-loving patriotism. And just for once this weekend it doesn't seem all that over the top...

Americans like things big. Cars, houses, waistlines, false titties. All big. They also do things with an all-consuming patriotic fervour that is at times comical, at other times downright frightening. So when Team USA, apparently on the ropes after two races, pull out a devastating 1-2 in the deciding moto of the biggest event on the world MX calendar – and on home soil – it's hardly a surprise that the crowd are going apes**t!

It's the culmination of an awesome two days of racing action that has almost everything you could possibly wish for. Sublime skills, dramatic DNFs, floundering favourites, shock leaders and the kind of bar-bangin' action that makes top-flight motocross the best spectator sport on the planet. Not that I'm biased of course...

But seriously, who would have thought that a 16-year-old kid on a 250F would chase down, pass and then pull away from an all-American hero on a four-fiddy to give his country the lead going into the final moto? Well that's exactly what Ken Roczen does. And who would have thought that double world MX2 champ Marvin Musquin would have a matching pair of technical DNFs? Or that Team GB, that raggle-taggle band pulled together at the last minute after a string of injuries, would ride their hearts out to within a

point of a podium finish?

Actually, while fourth overall may have been a bit of a surprise, the fact that Brad Anderson, Jake Nicholls and Dean Wilson all race their nuts off isn't in the least bit shocking. We know Wilson is sublimely swift from his performances in this year's AMA series and that there's no-one in Britain capable of riding with as much heart as Brad and Jake. Sadly, that little bit of luck that's so often needed alongside solid results isn't there for the battling Brits and we're beaten for third by Germany as Belgium chase home the host nation.

Cruel irony, eh? We're going nuts in race two as little Kenny barges Clement Desalle out the way, blows by Ben Townley and then jumps up the inside of Andrew Short to take the lead and all the time he's helping his country to beat ours by a single, solitary point. But this is the MXdN where anything other than a US victory can be legitimately claimed as a 'win'. Unfair this may very well be – this year's American trio of Short, Ryan Dungey and Trey Canard are made to work their heinies off and certainly ain't no star-spangled showboaters – but that's just how it is.

Around a mile above sea-level, the Thunder Valley track – a 40-minute drive from downtown Denver, Colorado – is carved into the hillside alongside the highway. Making full use of the natural contours it snakes its way up, down and around with a well-watered surface that ruts up quickly, a big-ass climb that takes riders high above the valley floor and some monster jumps – in particular a killer tabletop with an uphill approach and a quad that only the fully committed can clear. The thin air at such a high altitude is bad for the motorcycles and even worse for the riders and this, coupled with baking-hot temperatures, makes it super-tough on bikes and bodies.



Ice Trey Canard helps Team America to yet another MXdN victory





© Sarah Gutierrez





© Sarah Gutierrez

Holeshot king Andrew Short leads Xavier Boog (#6), Kyle Regal (#78), Ben Townley (#33) and Clement Desalle (#9) into the first turn

Brit Dean Wilson leads Brit Jake Nicholls



© Nuno Laranjeira

We roll up on Sunday just in time to hear a female voice belting out the American national anthem across the PA. It's deathly still as the US fans lining the track stand to attention, hands over their hearts, ramrod-straight, mouthing the words to the Star Spangled Banner. She finishes her song and a pair of jets roar overhead, then two skydivers flare down onto the track – this is motocross American style!

First race of the day is the B Final where nations outside the top 19 after the three Saturday qualification motos lock horns for the final place on the startgate. We'll be cheering on Ireland in this one after the tricoloured trio missed qualification by one position despite 16-12-16 results from Stuart Edmonds, Martin Barr and Gordon Crockard.

Saturday's action had offered us a taste of things to come and if the qualis were anything to go by we were in for a three-starred Michelin feast (other tyre products are available). The first for MX1 riders had been won by Italy's Antonio

Cairolì with ease. After grabbing the lead on lap one he cruised to the win from Aussie Brett Metcalfe and France's Gautier Paulin. Dungey never looked like threatening for higher than fourth and the British contingent was more than happy with The Reverend Nicholls' solid ninth.

But British hopes took a pounding in race two when Wilson, our brand new Scottish/Canadian representative, was forced wide through the green netting and got it snarled up around both wheels. After losing three full laps to get himself free his eventual 27th place finish was odds-on to be our discarded one but there was still plenty to be positive about as his best laptime – a 2:15.8 – was the third fastest of the race, bested only by the top two of 'Ice' Trey and Roczen.

The American and the German had a huge battle at the front with Roczen hunting down the AMA 250 national champ as the pair sought to take an early psychological advantage. Roczen silenced the US fans with a pass on Canard but then dropped the Teka Suzuki with a

>>



Ando gets his race face on

BRITISH LIONS!

DEAN ON RACE ONE

"To be honest I'm not really all that happy with it. I wish I could have rode like how I rode the second one in the first race. It was pretty much my first proper race of the weekend after what happened in the qualifier. I was up there but I just had the worst arm-pump, I could barely hang on and was so tight and timid and nervous. And it's so tough racing against 450s because you're just eating roost all the time. I know I'm a better racer than half of the 450 guys but that's not an excuse, well, actually I guess it is an excuse!"

DEAN ON RACE TWO

"Off the start it was hard in one spot and soft on both sides and I was on a soft side and didn't get a good start but I missed the pile-up which was good and pretty much where I started was where I finished – I got round a couple of guys and then chased Nagl the whole time. I just ate roost the whole moto."

JAKE ON RACE ONE

"Both the subframe bolts came out on the first lap – I was quite well up there so it was a shame but I got going again and kept pushing, then my back brake went as well."

JAKE ON RACE THREE

"I got a good start and just rode my absolute heart out for 20 minutes and then hit the wall, I couldn't do anymore. I tried my hardest but got to 20 minutes and that was it. I was battling with Paulin and that kinda done me – once he got by I tried to stay with him but I'd used up everything in the tank. I'm so gutted that I couldn't have kept one more spot."

BRAD ON RACE TWO

"I got a real good start – about ninth or something like that – then halfway through lost my rhythm and picked some s**t lines but then picked it up a bit. Canard come past us – I was chasing him and Marmont back down, got some good lines and was catching him back up. A back-marker got in my way otherwise I think I would have had Canard there because I pushed him all the way to the end. It was a good race and I'm real pumped for how Great Britain are doing."

BRAD ON RACE THREE

"I had an absolutely terrible start because I had to start from the outside and then everyone pushed us wide but I fought through and then tagged onto Marmont and we were like a freight train – we passed loads of people but I just couldn't pip him at the end. I was trying different lines and I thought I got him but a bit of dirt got caught in my back brake and I overshot a few berms where I was going to make a move and missed my opportunity."

STEVE DIXON ON TEAM GB

"The weekend's been really good, everyone's been up for it and the team's had really good spirit – even though they only met Dean late they got on with him really good. To finish fourth is a great result – we'd have been very happy with that at the start of the weekend. At the end of the day we did better than a lot of the 'dream' teams like France so we've got to be really happy."



© Sarah Gutierrez

The Reverend has a technical nightmare in the opener but keeps his 350cc Katoom pinned to the flag



quarter-of-a-lap to go to let Canard back through. Still, notice had been served – America's MX2 hero was going to have a fight on his hands...

The qualifier for the Open class was a 20-minute plus two masterclass from Colorado-born Short who powered to the front and was never threatened, winning comfortably from Kiwi Townley and American Kyle Regal representing Puerto Rico (also on the team for the Caribbean island – a US 'unincorporated territory' seized by Uncle Sam's navy in 1898 – is British MX2 championship leader Zach Osborne). After the scare of race two we needed a good result to guarantee our progress into the A Final and Ando was up to the job, gating in the top 15 and muscling his way through to eighth at the flag.

All of which brings us nicely up to speed to Sunday morning and a handful of clueless Brits, ambling through the paddock discussing Ireland's chances in the B Final, totally oblivious to the motionless throng silently observing the singing of their national anthem. "She's got a fair set of lungs on 'er," in a loud northern accent is maybe not the best comment to make friends among our colonial cousins...

When the gate drops on the 30-minute plus two B Final it's immediately clear it's down to a fight between that well-known motocrossing nation Ecuador and Ireland with the South Americans initially having the advantage with AMA regular Martin Davalos quickly into the lead with the Crock Star on his tail. Martin Barr's ninth with Stuart Edmunds 14th but with the second

Ecuador rider Andres Benenaula right in the mix it's super-tight.

AMA regular Davalos puts in a disappearing act as Gordy hangs tough in second and Barr battles his way through to third with Benenaula on his shoulder. Barr and Benenaula then wage war on each other, trading passes five or six times – including three times on one lap – before Barr finally breaks him. With Edmonds advancing up to fifth and Benenaula falling backwards Ireland are through to the A Final.

It's great news for the Irish but with the main races going MX1/MX2, MX2/Open and MX1/Open it means Marty Barr's looking at three full races on the bounce at altitude under a blazing Colorado sun.

When race one gets off the line the crowd go mental as Spain's Jonathan Barragan holeshots with Dungey hot on his heels and Canard and Osborne down in a heap in the first turn. On the second lap Dungey moves up into the lead with Cairoli on his shoulder and a lap later Metcalfe joins in the fun as the Spaniard slips back to fourth.

Musquin leads the MX2 chase in seventh, one place ahead of Wilson but British hopes suffer a huge blow when The Reverend, after a good start, pulls into the pits without completing a full lap with his subframe about to fall off. He's not fallen or been hit by anyone and it's unlikely to vibrate off during a full race, let alone a single lap on a freshly-graded track, so both retaining bolts must be loose. Jake gets everything tightened up but by the time he's back on the track he's three laps down and despite

>>



Ryan Dungey goes 1-1 to bring it home for the USA



MAXXIS MAN

ZACH OSBORNE

"It was a decent weekend. I made some silly mistakes – on the first corner of the first moto and then another when I was 11th or 12th in the second. It was not the best showing today but I still have a lot to think about with the British championship decider coming up next weekend. I'll go back to Europe and then head home for a few weeks. It was a good experience being here and it was my favourite of the year so far."



© Sarah Gutierrez



HOME HEROES!

TREY CANARD

"It's been a dream 2010 season for me. First winning the 250 motocross championship and now adding the Motocross des Nations victory. The amount of support we received from the fans in Colorado was unbelievable. The roar of the crowd followed us around the track with every lap and as we got closer to the end of the competition the cheering got louder and louder. It's truly an honour to be a part of this team and I'm just so happy we were able to win on home soil."

RYAN DUNGEY

"This weekend was quite amazing. The track was rougher and better than yesterday. I felt the pressure from Cairoli in the beginning but the line choice increased as the race went on. This is right at the top considering what I have won this year. Everything must go right to win at this event. It is hard to put into words but it's like the experience of a lifetime. I felt like we really stuck together as a team and that helped a lot. We never quit and always kept pushing. I want to thank the team and everyone behind us."

ANDREW SHORT

"This is definitely one of the greatest moments in my career. There is no better feeling than winning for your country and to do it in front of my Colorado home crowd is just awesome. Being on top of the podium with Trey, Ryan and the whole crew of people who made Team USA such a success is a memory I will not soon forget."



Star of the show is
16-year-old Ken Roczen

chasing until the end has no chance of improving on 37th at the flag.

Britain's not the only team suffering with mechanical difficulties. Just five laps in and Musquin's out with a mystery technical problem that may or may not be linked to the KTM's fuel injection system depending on who you do or don't speak to. His team-mate Gautier Paulin's still haulin' in fifth but with only one score out of six to drop it's an early body blow for the highly-fancied French.

At the front Cairoli's all over Dungey, repeatedly showing him a wheel up the inside on the left-hander before the huge quad jump. But the outside is the line needed to get enough drive to clear the biggest jump on the track in one go and lap after lap the American's able to hang onto his advantage. The Italian does eventually attempt the quad from the inside line and almost cases the landing but then Dungey starts to inch away.

By this point the top five positions are decided and there's not much movement coming in the

top 10 apart from a scorching Roczen who's still making passes after starting outside the top 15. Kiwi Josh Coppins, Estonia's Tanel Leok, Portugal's Rui Goncalves, Wilson and Belgian Steve Ramon all fall victim to the charging German as he races up to sixth at the flag.

After his crash at the start Canard's also been on the move, his progress around the track easily charted by the cheers and blaring airhorns that follow him. At the flag he's clawed his way back from virtually dead last to 12th while Osborne comes home two places further back, one spot ahead of MVR-D Suzuki's Latvian rider Matiss Karro. Ireland's Barr and Edmonds struggle to 32nd and 33rd after both go down on the opening lap.

So with one race down it's the home nation leading on 13 points from Germany and Belgium on 20, Australia on 21 and Italy on 22. Britain's all the way back in 13th on 45 and Ireland are in 17th on 65.

In race two it begins to go wrong for Team America. It starts okay with Short taking the

holeshot but Roczen's got other ideas. Regal, Desalle, Townley – the teenage talent chases down and passes the three Open class riders before unbelievably jumping up the inside of the American. The 16-year-old leads – on a 250F!

The European fans go nuts but the American supporters are stunned – and it gets even worse for them when, a lap later, Townley slams Short to the ground with a balls-out move of pure aggression. "The Taupo Tornado just blew through Short like he was a trailer park!" barks the commentator and suddenly, with Canard outside the top 10, the US are in trouble.

Also in trouble are the French as Musquin lasts less than a lap before a technical problem forces him out again. With two DNFs it's game over for the French and Xavier Boog's heroics which see him progress from outside the top 25 to 11th after a huge crash in the previous day's Open class qualifier are in vain.

By contrast Britain's looking good with Wilson and Ando both holding their own inside the top 10 as the pace of back-to-back motos >>

WORLD CHAMPIONS

ANTONIO CAIROLI

"It was an okay weekend for me but I wasn't feeling so good with the altitude and it wasn't good for my asthma. But I finished second behind Ryan [in the opener] and it would have been possible to win the moto but I made a small mistake going over a jump and I hurt my wrist. I didn't have such a good start in the second moto and I was back at 15th and had to fight back again into fourth place. Also the [Italian] federation called me back just last week to race here. I had not been training as much as I am used to so my condition was not as good as it could be."

MARVIN MUSQUIN

"It was a bad weekend for me and the French team. I wasn't good on Saturday but I was better in the warm-up. I was happy at the beginning of the first moto. I was good and my speed was good but then I had some problems with the bike. I need to really learn about the injection bike and I am excited to begin testing and working with Roger De Coster and the guys in the team."

STAND-OUT STAR!

KEN ROCZEN

"Today I rode two good races and felt awesome. My start was not great in the first but my speed was okay and I felt that I rode well. Leading that second moto was something unreal and the whole experience is definitely a highlight. I'm really happy to have ridden for Germany and to be on the podium also to compete against some riders we have only seen on the TV!"

Tony Cairoli struggles in the thin air and can't live with Dungey's pace

World MX2 champion Marvin Musquin gets a DNF to go with each of his titles

© Sarah Gutierrez

© Sarah Gutierrez

TEAM IRELAND

GORDON CROCKARD

"The weekend was going very well with Team Ireland sitting in 12th place after Marty Barr and Stuey Edmonds finished 14th and 16th in their qualification races. Two out of three results count towards the final qualification results so in my heat the pressure was off and my approach to the race was to ride hard and loose with no danger of screwing up Team Ireland's qualifying position.

"I gated about 14th and on the fourth corner on lap one a guy crashed right in front of me, I hit him and went down. I was last. I got up sharp and chased the pack. My pitboard on lap one read 'Team 20th!' and only 19 qualify so I had the weight of an entire country on my shoulders. I got as high as 16th in the 20-minute moto but it wasn't enough and Team Ireland didn't qualify.

"We raced the 35-minute B Final on Sunday morning and we won so that granted us qualification for the main MXdN races but the rest of the day was a battle against the heat and lack of oxygen. We were all fatigued but fought on.

"Marty and Stuart both had crashes on lap one of heat one but both recovered to finish the moto. I was motos two and three and I finished 23rd and 24th.

"Physically the demands were level 10 and I can't say I enjoyed my time on the bike as it was so intense, hot and difficult to breathe. Instantly your throat is bone dry once you increase the breathing rate. But all-in-all Team Ireland did a great job and we look forward to the 2011 MXdN in France where the logistics and conditions will be more to our liking."

© Steve Cox



Three back-to-back races make Martin Barr the hardest working rider at the Nations

© Steve Cox



Stuey Edmonds puts in a great showing for Team Ireland

It's a hard weekend at the office for Gordon Crockard





Best seats in the house

Above: Max Nagl celebrates Germany's third-placed finish

MOTOCROSS DES NATIONS

RESULTS

1	USA	23
2	Belgium	30
3	Germany	44
4	Great Britain	45
5	Italy	50
6	Australia	54
7	France	71
8	New Zealand	90
9	Portugal	94
10	Puerto Rico	99
20	Ireland	142



© Sarah Gutierrez

begins to tell on Roczen. First BT gets him back – but this time leaves him upright – and then Regal moves into second but he hangs on for third ahead of the MX Panda and Germany's Max Nagl who is one place in front of Wilson. Canard comes through from his poor start to seventh with Ando threatening to close him down towards the end after getting passed and gapped by the American whose team-mate recovers to 13th after his clash with BT.

Crockard ends the moto back in 23rd and an exhausted Barr manages 34th.

With two down and one to go it's all change as Germany move into the lead with 28 points from America's 33, Belgium's 34 and Italy's 56. Team GB holds down fifth on 59 and Ireland slip to 20th on 122. Could we be looking at one of the biggest upsets in MXdN history? Could the mighty Americans be about to lose their grip on the Chamberlain Trophy after five straight wins? On home turf? Er, no...

The gate drops on the final race of the day, Short and Dungey streak into a US 1-2 and the valley erupts! At first riding shotgun, after a few laps Dungey moves past his team-mate and begins to clear off and then Townley relegates the Short to third. But at half-distance BT goes down, twists his ankle and is out of the race leaving Short to follow Dungey home.

Desalle takes third from a below-par Cairoli who is suffering from a shortness of breath at the high altitude with Metcalfe fifth as Ramon seals second on the podium for Belgium in sixth.

In the closing stages Britain's looking good for a podium with Nicholls holding 10th and a rampant Ando charging through the pack, nailing the quad lap after lap as he follows Aussie Jay Marmont from a start outside the top 20 up to 12th. The pair relegate Jake a couple of places but by this point Marcus Schiffer has got a grip on 16th and the vital points Germany need to mount the bottom step of the podium.





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KTM
WORLD
CHAMPIONS
2010 MX1 MX2
TONY CAIROLI
MARVIN MUSQUIN

KTM

TIME BANBITS!

A MASSIVE ENTRY OF RETRO RACERS TURNS BACK THE CLOCK AT THE FANTASTIC FARLEIGH CASTLE...

Words and photos by Sutti

There are some folk that would say nostalgia is a worthless waste of time and being nostalgic is like waving a sign above your head that reads 'help me, I'm stuck in the past, I'm having some sort of mid-life crisis'. But you try telling any one of the hundreds of riders who attend the Veterans Motocross des Nations (erm, I mean Veterans Motocross Dirt National) at Farleigh Castle that they need help or that they're wasting their own time or money mentally transporting themselves back to that moment of their lives when they felt most invincible.

Around 400 retro racers line up at Farleigh for one or more of nine classes including the big daddy of them all – event title-race the VMXdN. But while most of the hype surrounds the international team event (that's eventually won by England) the real heroes of the weekend are the rank and file racers – the enthusiasts who make nostalgia events like this so special.

I'm talking about the riders running old-school open face helmets with Jofa face masks, the guys who spend more time working on their bikes than racing them, the people who anally recreate vintage factory bikes in their garden shed as well as each and every rider who pays a small fortune to race at Farleigh and put on the show – I salute you all.

And what a show it is. With up to 50 riders in some of the classes the action comes thick and fast and there are plenty of bar-to-bar battles going off right through the pack. The Vets International races are all absolute epics and Saturday afternoon's second moto battle between Greg Hanson and Ryan Hunt is worth the entrance fee alone as the Englishman hunts down the South African and makes a last corner pass to snatch the win by 0.119 of a second – tight or what? Of course, not everyone takes things so seriously as Greg which is where I hand you over to time-travellin' Dickie Dye for a rare instalment of Dickie's Tales...

DICKIE'S TALES

DO OR DYE...

By Dickie Dye

We arrive in the paddock Friday afternoon – it's almost full and there's an excited buzz in the air – and we're directed to our reserved parking space right next to the most manicured section of grass in the pits. Freakishly, Brian Wheeler had been down in the week with a mower and trimmed and prepared his allotted space. Fortunately, Brian must have the same size camper – ours fits just perfectly on his plot. By the time he turns up we've got the awning out, tables and chairs set up and the barbie at full chat. The early bird and all that...

I awake at dawn on Saturday to clear blue skies and an autumnal dew, the silence of the glorious Wiltshire morning broken only by the sound of a distant generator hardly competing with the tweeting of birds in search of their breakfast. Clutching a steaming fresh coffee, Mango the Mutt and I wander over to the river and sit for a while mesmerized by the trickling Frome and the mist rising to nothing, evoking the magical motocross Farleigh ghosts of bygone years.

Five minutes later – MAYHEM!

The first unsilenced four-stroke fires into life with a plume of blue smoke, followed by the crackle and bark of a 25-year-old two-stroke. Let battle commence!

My 450 CCM stands proudly under the awning. Paul, my mechanic, has prepped and polished every component. The bike is immaculate. My twinshock Husky-Yam stands outside my van, distant somewhat from the factory team. It's 30 years old and understandably heavy but clean and reliable and has the classic brrrrrrbaaaaa sound of a big four-stroke.

We are under very basic yet precise instructions for practice and qualifying. One sight lap followed by two timed laps. The best one to be taken as the start line-up position. "So DT," I say, "that's one slow lap then two quickies okay? Got that?"

He looks at me as if I'm some kind of idiot!

My first qualifying session is the third group out on the track for Vets on Open class bikes. I filter out mid-pack on the CCM. It's very slippery so I coast round one slow lap. It's hard to judge braking points so quickly but I come past the start/finish line for the first time and twist the throttle.

No mistakes now. Get one in the bag straight away.

>>





Johnny May was just a kid when the Suzuki he's riding in the Evo 250 class was built



Belgian former GP rider Werner Dewitt





The one and only Dickie Dye pops in another hot lap



James Cole fires into the second corner of this Evo 250 moto



Andrew Henshaw leads Jurgen Kupbers and Paul Chiappa down the famous Farleigh steps

Through the time checkpoint, into the left-hander behind the startline. I'm committed to the next right-hander when the Honda in front of me goes down and my front wheel slots neatly between his rear mudguard and back wheel. It stops dead and I go into Superman mode as my sparkly factory bike hits the deck. Hard! Paul must have cringed! I pick myself up and try to get right back on it.

Lap three has to be it. Hard as I can through the time check, good into the next left, stay onboard for next right, hop up on left bank for the short straight, chicane, float over the ditch, gas it, smooth and fast pulling a high gear, try not to shut off or sit down on sweeping right, good into next left, slot into inside berm but just creep out, still okay, good line for hill. Take off first peak, land just over second, miss crashed bike down on landing on third jump, fast, slippery left onto veranda, good speed over rocks, brake slightly as I drop down left into the right at the bottom with a thud. Hard on the brakes, a bit of a nut-cruncher but I'm okay.

A little wide but power on as hard as possible, thinking smooth and tidy. Gradual left, hit bank hard on right to scrub off speed and line me up for the next chicane. Careful into next right, back end hanging out a bit, feet back on the pegs and up to third as I hit the take-off for the uphill double. Tight round next left-hander, keep left down hill missing big braking bump and sweep hard right into outside berm, follow it round but jump out right to avoid ACU banner keeping power on sweeping into the next right, power already on, up to fourth.

Long straight to uphill jump, good distance, land on brakes hard, stopping fast, careful sweep round left-hander, third gear, up to fourth and hard off the next drop and drift over left, sweep into right turn and power on, don't pick line, fast up to and over next jump anywhere on the right. Brake hard, tight left into tight right, tight left just clipping pallet with left shoulder, over jump leaning left and fast down hill, don't pick line, let the bike do the work, up a gear and don't shut off, touch inside post but slightly left then into right turn, pat down a gear, aim at Farleigh first turn tree and fire, hug inside line left and hold WFO to finish line!

DT is already back at the race truck. "How did you

do?" I ask. "I messed up I think," he says. "I did one slow lap then one sighting lap a bit faster and I was just getting ready for my hot lap when the flag went out."

One session later and I'm out again on my Mad Max twinshock. It starts surprisingly easily although every bone in my body shakes as I rev her up. Brrrrrbaaaaa, brrrrrbaaaaa – music to my ears, lethal on my fillings! Having just been out on track could be deemed as an advantage if the bikes were remotely similar, however, having to lug the Mad Max weight of two bikes around with the power of what seems like less than one is, er, challenging.

Lap one is another cruise lap on the pegs. Where's the power? Where are the brakes? I case the Farleigh uphill with a solid thud. My teeth clank together and my body belt struggles to keep my internal organs internal!

The back skates around on the rocks along the veranda though the bike is so heavy it can't leave the ground on the next downhill. It feels like it's being sucked into the right-hander and I click her up another gear as I power (I use the term loosely) off the next jump. Momentum (and a lack of brakes) carries me quite fast into the chicane but I ground out on the next left rut which spins the back wheel into the air and sweeps my foot off the peg with a sharp jolt.

I turn the throttle open as I enter the turn but the power begins about four metres later and the bike bottoms out hard as I hit the take-off ramp for the uphill jump. The landing is not soft. Power on early round next left, drift over left and try to miss the huge braking bump in the middle/left of the track and head into the next right on my front wheel.

Through the tapes but back on track and power on into the next right and up the hill. How has the track become so bumpy so quickly? Both ends of the bike do as they please and somehow I hit the jump at the top with enough speed to actually take off. Everything bottoms out on landing. I don't need to brake as the clumps of earth on my sump slow me sufficiently for the next left.

Power on, jump as far as possible down the next hill. Try to land on the back wheel first to lessen the impact, hairpin right back up the hill. Even more bigger bumps.

Air again off the next jump, into the left, right, left then down the hill changing up two gears, flat-out in fifth, very aware of – in fact relying upon – the breakable tape at the bottom, tap down two gears, let the motor do the work, click up one, away we go. Aim at the tree, hug the bend and straight into my flying lap. I'm pleased to have made it this far but this next one is the real deal.

Through the time check on full throttle, shut off and brake for next left, brake harder, brake harder still until the front brake lever touches the throttle tube. Pat down a gear and another, lay the bike into the bend just in time to miss the chestnut paling but clip a photographer with the left peg dragging on the ground. Into the next right along the first paddock straight. Wipe out three of the white posts on my left and enter the chicane ditch waaaaay too fast, survive somehow and open my eyes again about a quarter of the way down the main paddock straight.

Standing all the way, drop into the inside rutty berm, the footrest grabs and spits the back wheel in the air but luckily lands in roughly the right direction to head up the hill. Aim for one of the central lips to give me maximum lift but instead hit a low spot and pile-drive myself into the bank which bottoms out everything including my chin which hits the bar pad but the whole bike bounces from one bank to the next and I'm thankfully up and onto the top veranda.

Ease left and down the hill, good speed safe in the

knowledge no air will be achieved, sucked round the next right-hander, up a gear and off the jump and up another gear into the chicane with a kinda controlled slide into the right bank. Miss the deep rut where my left peg got caught last lap, into the right with a smile on my face just as the right peg catches the ground and wrenches my knee backwards as I take off from the next uphill jump.

Right foot still facing backwards when I land, I line myself up for the next left through the gate. With foot now facing the right way, tight as I can left, left, left then hit the huge braking bump for the second time so I enter the next right-hander with the rear axle up by my ear. As if by magic it lands in the right direction and I power on into the next right and up the hill, hitting every bump I vowed to miss on the previous lap...

One more fast lap and once more cruise lap and that's qualifying over for me and I breathe a sigh of

relief as I arrive back at my van in one piece.

I suppose it's no surprise that the best bikes three decades ago are still the best bikes when up against their peers but in terms of lap times there's not much to separate a great rider on a 30-year-old 490cc Maico or 1989 CR250 with the modern day racers on their 2010 bikes.

My experience of riding a 2010 motocross bike is about speed, handling, performance, reliability and sleek design. My experience of riding a 1980 motocross bike is, of course, about reliving the classic era of motocross. But there's more. It's about maintenance, expense, crushed nuts, heart-break, stiff clutches, oil leaks, bump-starts and disappointment. The thrill (pain) of riding (wrestling) a monster around a field fighting both track and bike in a no-holds barred contest.

What a great weekend...



Former AMCA championship runner Kevin Reed leads the Pre 85 field



Simon Doughty touches down



RESULTS

VETS MXdN

- 1 England
- 2 France
- 3 Germany

FOUR-STROKE/PRE-85

- 1 Gary Parker
- 2 Steve Wells
- 3 Marc Popperwell

EVO 125

- 1 Rikki Priest
- 2 Jonathan Cole
- 3 Stevie Ruddock

EVO 250

- 1 Craig Pratley
- 2 Benjamin Warren
- 3 Sam Sunderland

EVO 500

- 1 Gordon Crockard
- 2 Adam Winslet
- 3 Steve Grimshaw

TWINSHOCK OPEN

- 1 Howard Stanfield
- 2 Kristian Marshall
- 3 Ashley Hudson

TWINSHOCK OVER-40s

- 1 Keith Rice
- 2 Chris Woodward
- 3 Alan Brown

TWINSHOCK OVER-50s

- 1 Stephen Adams
- 2 Stuart Miller
- 3 Chris Stone

VETS INTERNATIONAL A

- 1 Greg Hanson
- 2 Ryan Hunt
- 3 Phil Mercer

VETS INTERNATIONAL B

- 1 Gary Chappell
- 2 Keith Rice
- 3 Neil Long

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2010
CHAMPIONS



MISSION ACCOMPLISHED!

**MX1 CHAMPIONSHIP? CHECK! MX2 CHAMPIONSHIP?
CHECK! FOR KTM 2010 HAS BEEN THE YEAR THEY
REWROTE THE RECORD BOOKS...**

Interview by Nuno Laranjeira Photos by Nuno Laranjeira and r.archer/ktmimages.com

For KTM the 2010 world motocross championship has been a stellar series with their Red Bull factory pilots Antonio Cairoli and Marvin Musquin winning the MX1 and MX2 titles with apparent ease – Cairoli two rounds early and Musquin with one round to spare.

Even more remarkable is the fact that Cairoli's 350SX-F is an all-new machine that gives away 100 cubes to its

competition. So experimental is the three-fiddy, it was only at the start of the year that the Sicilian made the decision to race it rather than the Austrian manufacturer's race-proven 450SX-F.

So with both titles in the bag, our little Portuguese amigo Nuno Laranjeira caught up with Tony and Marv – plus KTM's Race Director Stefan Everts – to get their thoughts on the 2010 season and beyond...

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EVERTS ON...

TONY CAIROLI >>

"Tony is very independent, he does his own thing and I just make sure that everything is there with the bike – only if I see something is wrong I interfere but it's rare."



JEFFREY HERLINGS >>

"With Jeffrey it's a totally enjoyable experience – he's the rookie, isn't he? He's a kid and reacts like that, he makes fun and says jokes although he's a hard worker. There's still so much I want to tell Jeffrey about racing. I tell him that I don't have anything else to win anymore, I have my titles and now it's his turn. He's fast and intelligent but he has no experience and I can talk to him about things I foresee coming his way. Sometimes it's hard for him to accept the knowledge I have because he thinks it's different – like I come from a different age or something – but at the end of the day he comes to me and admits I was right..."



The defending world MX1 champion dominated again in 2010

ANTONIO CAIROLI

THE WHIPFATHER MAKES IT WORLD TITLE #4 AND EYES UP AMERICA – AS WELL AS EVERTS' RECORD 10 CHAMPIONSHIPS...

At the start of the 2010 season Antonio Cairoli faced a double challenge to retain his world MX1 crown. Not only was he racing for a new team – Red Bull KTM – he was also racing an all-new bike – the 350SX-F – against a field of 450s. But the 25-year-old Sicilian was up to the task and claimed the title in Brazil with two rounds still to go.

DBR: You gave KTM their most desired trophy for years. Did you feel the responsibility of doing well? It looks like you were relieved when you got that golden plate...

AC: "It was a pleasure for me to give KTM the title in the big class. They didn't put any pressure on me at all – I put on myself the responsibility to win. Last year I had my first title in MX1 with Yamaha but I had to move on and KTM looked like a good option at the end of the year. With a new bike I felt a new motivation also so I trained really good in the winter with it and I felt fit all the time. The 350 is my kind of bike, I prefer to ride a smaller engine than the 450 and that proved to be the perfect option as you see."

DBR: It must feel good as number one in the KTM factory team?

AC: "Of course but I don't need to be number one – what I have is enough, everybody gets treated the same way here. I never ask for more than what I already have and it works perfect this way."

DBR: The De Carli team is like family to you and they're part of your winning formula. Did you have much interference from the factory during the year?

AC: "Claudio is one of the best technicians in the motocross world and he always helped me with my riding so it was important for me to bring him on the team. It wasn't a condition for KTM to have me but they knew that they would benefit from it also so

that's how we continue to work together. I follow what Claudio says, I'm sure he keeps in touch with the bosses. I would like to have been in contact with Mr Pierer more often during the season but I know he is a busy man."

DBR: Didn't you feel bad for not having all your friends and fans with you in Brazil? It's a bit far from home to celebrate a world title...

AC: "I know, it wasn't nice was it? Believe me, it even came to my mind to stop in the last race and postpone the title but then I thought that maybe the plane would crash on the way home and I die and the title goes to someone else [laughs]. I would have preferred to have it in Lierop, I like to win there."

DBR: What's your opinion about the Italian federation and the fight over the look of the national jersey with your sponsor logos not allowed on the front?

AC: "It's not an easy thing to deal with. I like to race for Italy, it's a pleasure for me. I think the Italian federation wants too much. The team's sponsors pay for the season and when it comes to the most important race of the year they're out of the shirts – it's not fair. The federation has to be a bit more flexible on their decisions and also try to put some sponsors on the Italian team."

☀ Since this interview was conducted the Italian federation has had an about-turn and sponsor logos will now be allowed on the front of the team shirts...

DBR: How do you deal with Stefan Everts? Are you looking to beat his record? Are you motivated to win seven more titles? That's at least seven more years...

AC: "Actually, I'm very independent. I mean, he helps me with some lines on the track sometimes but we don't work together, everyone does his own thing. If I stay in Europe the goal will be to beat that >>



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record for sure, winning more and more every year. If I move to the US then I just have to skip that."

DBR: So is racing in America closer than we think? What's stopping you?

AC: "I like to race supercross and I think I could be good there but I like Italy and its people. In America everything is so different and that's the only thing that has been stopping me to think about going there. The lifestyle is so different and that change kind of scares me a bit but that's the only aspect. I would like to race there of course."

DBR: What are your plans for supercross and specifically Bercy – it's been a while since your last appearance there in 2007?

AC: "Bercy is a special race you know and I haven't been practising supercross for a long time. I like SX a lot and me and the team have been talking with KTM to try and do some races in the US at the beginning of the season although I haven't tried the 350 on a SX track so we still have to work on that part. I like the way they make the tracks in the US you know, they're much nicer than in Europe – everything's so tight and somewhat dangerous here. The tracks there look so fast so I would like to try that for a change. I never had an opportunity to ride there so now with the factory KTM things look a bit easier and I'm sure

that we would find some good arrangement to take me there."

DBR: So you're looking forward to measuring your skills against some of the best American riders or is it not that important to you?

AC: "Well in supercross it's going to be hard for sure – I don't have as much experience as they have, they ride full seasons there and keep training all year also. For me it's going to be a new thing, I'll just have to go there and check if I am good enough for them."

DBR: What's the worst part of your job? Giving interviews?

AC: "[Laughs] Nah, it's mainly when it's raining and cold and I have to go out there and ride even if don't really feel like it – doing some testing under those conditions for instance – but it comes with the job you know."

DBR: Do the Italians consider you the Valentino Rossi of motocross?

AC: "Valentino is a legend, I know him and he's a cool guy. His life is really busy as he is so famous and he cannot spend much time with family and friends. I like to be considered like him in the motocross world – it means that the people like me and that's a great feeling."



EVERT'S ON...

SHAUN SIMPSON >>

"With Shaun things have not been easy, he has his way of doing things and also his family believes it's the way he should go. I tried hard at the beginning and I felt that I should change my approach also but it doesn't work and I feel sad about it. Part of my job in KTM is to help the riders and I feel sad when they don't need my advice, I've had so many experiences in my days and I believe that I can help them. If they don't want to listen it is a pity for me but it's their decisions and their careers so I respect that, what more can I do?"



MAX NAGL >>

"With Max it's been going good for the past years, there's been some improvement but this year, for me, he was a bit off. The expectations were higher and in some way he felt too much of that. He knows it and I told him that so he's finally going to listen to my advice but now only for the next season, the exact same thing I've been telling him for the past three years. I already changed him a lot since he came to the factory team and I believe next year we'll have a stronger rider."





Marvellous Marvin lost the red plate in Holland but won it straight back in Portugal

MARVIN MUSQUIN

THE MX2 WORLD CHAMPION ON HIS 2010 SEASON, RACING SUPERCROSS AND TAKING ON THE AMERICANS IN THEIR OWN BACKYARD...

Marvin Musquin dominated this year's MX2 world title chase – his only hiccup coming three rounds in when, after winning the opening four races of the championship, he sparked himself in qualification in Valkenswaard and struggled to fifth on race day.

This gave Ken Roczen the series lead but two weeks later in Portugal Marvellous Marv nailed a double win to reassert himself at the top of the leaderboard and was never headed again, eventually wrapping up the title with one round still to go.

The 20-year-old Frenchman moves to America for 2011 where he will spearhead KTM's assault on the AMA SX and outdoor Nationals...

DBR: You won eight GPs and 14 motos this year and clinched the title before the last GP although I bet things got a bit scary in Valkenswaard for you (after taking maximum points from the first two rounds Marvin crashed hard in quali in Holland and could only manage fifth overall, losing the series lead to Roczen). What went through your mind before the following GP in Portugal?

MM: "I was very angry after that GP so I just had to find a way to focus and motivate myself for the championship again because I felt that I could not let that affect my riding. The weeks following the Dutch GP I practised harder and when I got to Portugal I made it very clear that I was stronger than Roczen."

DBR: You're still not as consistent in the sand as you are on the hardpack. Would you say that the

sand is still your biggest handicap?

MM: "During the winter I stayed in France and I didn't go to Belgium for training so maybe that's why the results are not the best sometimes. I know it's important but there are only three GPs with sand in the championship. I usually come to Belgium before the sand races to practice with Stefan, apart from that I do my own training in France."

DBR: You know that Roczen is going to follow you to the States to do some supercross – are you happy with that?

MM: "Of course, I mean, he is a fun guy to be with and this way there will be more Euros in America so it's good for both of us! I think it will only be bad for the American riders but I speak for myself – I ride well in supercross."

DBR: Do you think that the des Nations race is going to be some kind of a Musquin versus Canard shakedown before the SX season?

MM: "In a way, yes. I'm really looking forward to racing in the US and Trey and many others have been riding well and I know they're going to be strong but that's all good for me."

DBR: Are you already practising SX with the 250?

MM: "I've been practising for quite some time now between the GPs. My SX bikes are being prepared in Austria and after the des Nations race we will do some tests in France. Then we send them back to the US where I will continue testing before heading





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Enduro News



back to Europe again for the Bercy and Geneve SXs."

DBR: Trey Canard, Justin Barcia and Roczen – it's going to be a big fight in Bercy! Are you ready to face your future American competition?

MM: "Bercy is fantastic, I like everything about it – the track, the stadium, the French fans... It's going to be a race to prepare for the AMA season both for them and for me so they'll also be already checking on my riding before the start of the SX championship."

DBR: How about your fellow countryman Christophe Pourcel, do you see him as an example to follow?

MM: "He is a really good rider, twice AMA SX champion and he always rides smooth and yet sometimes he doesn't look like he's very strong in his head. I hope to be riding with him in the 450s in some years time."

DBR: What will be your programme in America?

MM: "I'll race the West Coast SX Lites championship and the AMA outdoor nationals. We're going to find a place to live near the south of Corona, California. My girlfriend Matilde, my trainer Yannig Kervella and my mechanic Jon Primo are all going with me. I already spoke with Casey Lyle – he's been working hard to set up the team together with Pit Beirer."

DBR: Do you feel the responsibility of representing KTM there as you will be the main man in their assault in America?

MM: "I feel some weight on my shoulders – I can't avoid that – but at the same time it's an honour for me, I'm really happy for having been given that role. I got them two titles and now I'm going to America – it's a great opportunity for any rider. I also like Pit a lot, he worked very hard for me so I couldn't ask for more really."

DBR: You were at Hangtown before the GP in Glen Helen – what came to mind when you saw those guys racing?

MM: "It all looked very good and fast, the track had a perfect ground. Everybody was fast and that's good for me, I'm sure I'm going to like it!"

DBR: As 40-minute race tactics won't work out there, what's your plan to race and win those high-speed motos?

MM: "It's all going to be more intense, isn't it? Well, I think it's better for me and it's only one day racing."

DBR: Have you been trying to learn more English lately?

MM: "No I haven't, I only get to practice a bit with Pit and Stefan but I know that's not enough..."



EVERTS ON...

MARVIN MUSQUIN >>

"Marvin for me is the role model of the team, the way he trains and listens to his coach Yannig – he has total confidence in him and that works really good for him. I rarely interfere in their work, I usually only reinforce what Yannig said to him and he just listens, you know?"

"He's independent from his family and has a good relationship with his girlfriend and his coach and that small team works perfect for him. That's also like it worked for me in the end – I had a strong team but the person who lives with you day and night is very important, the hard part is to know exactly who to trust. It was a pleasure for me to have Marvin in the team. I really enjoyed his riding, I'm very impressed with what he can do and I truly believe that he can put KTM on the top in the US because this kid has everything."



RUI GONCALVES >>

"Last year I worked intensely with Rui for the championship although this year he has spent more time with Cairoli and we haven't been so much in contact. Sometimes he thinks too much on his own mind, he says he can't change something because it's hard to change. He doesn't accept my advice all the time maybe because sometimes I'm a bit harsh with my words and he probably doesn't like it – but that's my way and he knows it."



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With 10 world MX titles and a record 101 GP overall victories to his name, Stefan Everts needs little introduction to motocross fans the world over. The 37-year-old retired from racing at the end of the 2006 season, joined KTM and immediately set about helping to develop their 350cc machine.

With a dual role as both KTM's MX Race Director and MX2 factory team manager, who better than the legendary Belgian to fill us in on the season just gone and what lies ahead for the Austrian marque...

DBR: It must be an incredible feeling to see a rider win the MX1 title on a bike that in so many respects is your 'baby'?

SE: "Believe me, I'm on the top of the world! This year I can finally enjoy the rewards from all the hard work the team and KTM have put into this project – and things weren't easy at times. On some occasions I was pushing to go one direction but had some people against it so it was difficult to keep everyone happy during the 350's development.

"The worse was the period when I began to have some doubts about my job in the process. It was an entirely new thing for me, it wasn't what I was used to do before when I was just riding my bike. This meant a whole new responsibility...

"We were lucky to get a rider like Antonio on the team, for me he was the perfect rider for this new bike right from the start although we let him decide which bike he wanted to use – we didn't force him to ride it. As you can imagine, it was a relief for me when he choose the 350 over the 450."

DBR: What do you think of celebrating the MX1 title outside of Europe like last year with Musquin? Is it good or bad for KTM? Tony's fans were not there...

SE: "We weren't expecting this – we were planning a big party in Europe. When Clement pulled out we just had to quickly manage to get ourselves some t-shirts, the banner and other stuff but all in a rush...well, surprises like that are always welcome! For me it didn't spoil anything, of course it would be nicer to win in Europe but this is part of racing and it happened there [Brazil] so we had a relaxed celebration afterwards and saved ourselves for the big party in Fermo."

DBR: Do you think Cairoli can actually beat your record of 10 world titles?

SE: "It's possible you know but he will still have seven titles to win so that's a long way and he still wants to give it a shot going to America. Next year he will continue with the GPs but he might try some races in the US and then we will see for 2012, there's always a chance that he will go there but it will take some time for him to adjust. If he would go and win straight away I will be very impressed. But he likes it here you know, Italians like to be with their family. If he decides to go we will try to support him and keep him as long as we can."

STEFAN EVERTS

KTM'S RACE DIRECTOR GIVES HIS VERDICT ON THE 2010 SEASON, HIS 350cc 'BABY' AND THE SHAPE OF THINGS TO COME...

DBR: He's now a four-time world champion so is there any advice you can give to Cairoli and do you feel he has much more to learn?

SE: "Antonio has his way of doing things and I find it difficult for me to interfere. I can talk with him about race tactics and some line on the track but he's very close to Claudio De Carlì and has a lot of faith in him. He has been successful his way – I cannot just go there and change things."

DBR: So was it worth all the extra effort to get Cairoli and the De Carlì team on board and how is it to work with the 'latin' side of the team?

SE: "With Claudio everything goes smooth and easy. Basically the big decisions are still made in Austria so he just carries out what he knows best and that is to communicate with his mechanics, ask for all the parts he needs from the factory on time and so far there hasn't been a single mistake.

"Things have also been easy because Antonio has more or less dominated the class during the year.

Claudio brought with him the knowledge from many years racing. He doesn't talk much – instead, when he comments it is always a smart comment."

DBR: What will KTM do about the WMX championship moving in with the MX3 – are you still having Steffi Laier on the team or will you give up on the support as the championship loses its importance?

SE: "It's not a good thing for the girls because everything they have put into their careers is now going away so from that side it's a pity. For me the girls are more interesting to watch than the veterans but that's a decision from Youthstream and we need to respect that. It's not decided yet but I think KTM will lose interest in supporting the girls – maybe Steffi will get some bikes and support but not more than that. That's what I think but I'm not sure at this stage."

DBR: What will be your role with the US KTM racing team? Will you be working along Casey Lytle or will it be a different set-up?

SE: "For the moment I don't have a big role there, I'm just the guy behind the door. I've been asked to run the team there but I'm not going to do it – I just finished building my house for the family and with a new baby coming it's really not the time to move to the USA. It was an interesting offer but also Pit prefers that I stay here close to him so we can continue to work together..."

DBR: Do you see these riders having the same results with different bikes? They're so used to the powerful KTM engine – maybe they need it to win races?

SE: "KTM bikes make life easier for them it's true but I think that Marvin for instance doesn't need a KTM, he can be at the front with any bike – he's already good but our bike makes him double-good! A different example is Max, he's a bit up and down at the moment but the truth is that he needs a fast bike – it's more important for him than for Marvin, then he can show what he's capable of."

ANTI-HERO!

JEFF PERRETT REFLECTS ON THE LIFE AND TIMES OF MARK EASTWOOD – THE HARD-RIDING VETERAN WHO'S ALWAYS GOT PLENTY TO SAY...

Words by Jeff Perrett Photos by Ian Roxburgh

I'm pleased to be able to class Mark Eastwood as a friend and a bloody good one too. I've known Mark, his brother Scott and their parents since the summer of 1994 when I set off across the English Channel for one of my first ever international races at Dol de Bretagne in Brittany. At that stage of my career Easty was already an established GP racer and for that fact alone I respected him, especially as I was aspiring to be a world championship racer myself the following year.

Before we first spoke Mark always struck me as having a certain degree of arrogance, as did his brother Scott, a fact that I openly admitted to them later on after a few beers somewhere out there on the waves between England and France. Of course I couldn't have been further from the mark and down the years I've realised that the pair of them don't care too much for politics, instead preferring to try and keep themselves to themselves. By the time the ferry docked in Cherbourg it was painfully obvious that we were tapped into the same wavelength and were destined to be close friends with a common interest – the rock band Pearl Jam – setting us on our way.

Several months after meeting the Eastwoods for the first time my brother Shawn and my best mate Chip were travelling in convoy with them – just like we did after we got off the ferry in France – down to my first ever GP at Talavera. I could fill four or five pages alone explaining the riot that we had, anyone

that has seen the videos of our trips away will testify to the fact we enjoyed the moment for what it was worth. But underneath all the fun and high jinks the determination in Easty to succeed burned like a raging forest fire. Come Saturday's qualifying session and he reminded me of Worzel Gummidge because it was as if someone else's head had been put on his shoulders or, as his brother Scott once said, 'it's like he's been possessed'!

Down the years that intensity has mellowed but Easty is still someone who has a certain spark within him that can light a fire. But sometimes just having that spark is not enough and it's looking increasingly likely that his long and distinguished professional racing career is beginning to burn out.

"I started racing when I was nine – 30 years is a long time and we all know what can happen in this sport. Even if you're riding perfectly something's out of your control can get you hurt and do I need that? Not anymore I don't, I've battered my body enough. So as you get older you think about that s**t more because it's happened to you so many times before. The holeshot helps as I can stay out of trouble but in the pro races up against the four-strokes at my age I'm going to struggle. I don't like racing four-strokes so what's the point? I'm buried outside the top 10 with everyone going like loonies. I've got nothing left to prove."

He won't commit to what his plans are for the immediate future because in all honesty he hasn't made up his mind. He just wants to play it by ear and it's not like he doesn't have something to do and won't be involved in the sport. The shop will keep him busy – he's a brilliant mechanic in his own right, a superb test rider and certainly knows what he's on about with suspension set-up but the real buzz has always been the competition of racing. >>





*Easty pins one of his beloved
250cc two-smokers - he freely
admits that he doesn't
like four-strokes*



The Fuchs-Silkolene two-stroke national championship is a happy hunting ground for Mark



Now that's what you call a holeshot!

EASTY ON...

RIDING FOR QUEEN AND COUNTRY!

"It was a really amazing thing to race for my country. It's a big achievement, it's a big honour and one I'm very proud of. It was a big pressure race for me. Previous years maybe I should've been selected but because of the politics and the way the ACU worked then I wasn't so when I got my chance I thought there's no way I'm going to let anyone down. If I'm honest I don't think I did. We finished third and I even rode a bit stiff to what I'd done all year. I put everything into it. I was in the 250 class which was the hardest and had sixth and seventh places that day and to pass Jeff Emig who had won the AMA outdoor and SX titles that year was just awesome.

"Kurt, Dobby and me all have a similar character and all three of us would've carried on riding with one arm hanging off if we had to. We weren't the strongest team on paper but we went into the last race tied on points with the Italians and Belgians. It was a tall order – me and Kurt were sat on the line up against Everts and Smets who were both world champions and at their home event. We had to have the race of our lives and to be honest I think I did. I gated third and Smets was in front me so I thought it's now or never and I charged up the inside and stuffed him. He eventually stuffed me back and edged away but at least I put up a fight!"



In 250cc GP action all the way back in 1992



With Billy Mac at the '08 MXdN – the following year he was fired by the ACU for having the balls to speak his mind

"My brother Scott has been happy for a long time just to go out and ride whereas for me the whole reason for practising was to get ready to race and if you take that out of the equation how often am I going to be bothered to ride? To be fair, I probably will because I get bored after a week! I'm sure I'm still going to race but not commit to a championship.

"I'd really like to race my CR500 in a few Evo races – stuff like that. I've got a lot going on, my suspension tuning and the shop to worry about especially now dad hasn't been involved with it for the last few years. I don't like working there all the time but it's not a bad job to fall into is it? It keeps me involved with the sport. I'll still be around, although I'm sure some people wish I'd disappear completely – but tough!"

No doubt many will miss seeing Easty out on the track at some of the races, especially as he's become something of a cult hero over the last few years in particular with his honest opinions on subjects ranging from two-strokes to tracks – basically the state of the sport.

However, it was the infamous 'Eastgate' incident that really put him on a pedestal – one that he certainly didn't wish to be on – after he expressed his opinions about the state of GP motocross and ultimately was dismissed as Great Britain's Motocross des Nations team manager because of it. I asked Mark if he thought that incident increased his popularity.

"Maybe. I think it's a bit of everything really. I was surprised at the amount of support I got at that time and I'll always be thankful of that. I was asked a question and I answered it as me because that's who I am. It may have been stupid on my part with it just being before the MXdN but I didn't even put two and two together and thought nobody would even pay much attention to what I have to say. They asked me what I knew about motocross and told them my honest opinion and how I believed GP motocross ain't good anymore. I don't regret that. The s*** hit the fan and I'm sat there – little old me – going oops!

"Next thing I know the ACU are on the phone

and I've lost my job because they haven't got a spine. Then it all kicks off and everyone thought 'this is bulls***' because everyone could see what had happened. I'd spoken out against GPs, Luongo didn't like it and turned the screw to get rid of me because he runs the MXdN – and it is the Motocross des Nations by the way, not the Motocross of Nations, what's that all about? I was upset at losing my job but at the same time thought it was quite funny how it all panned out really. The job meant a lot to me though, I'll admit that but to be honest I don't even care anymore!"

If Easty was popular before all that went down his status and popularity grew even more and he became a cult figure as the internet forums lit up. A reluctant hero if you will – something I ask him how he feels about.

"I'm no hero. I haven't saved anyone's life. If people look up to me then great but I just love to ride, love racing, love watching good racing, like to get on with my life and can't be bothered with all the bulls***!"

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250 GP

SAN MARINO MEMORIES 2

JACK'S BACK IN THE TINY MEDITERRANEAN REPUBLIC FOR MORE MAGICAL MEMORIES FROM BALDASSERONA...

Words and photos by Jack Burnicle

The Republic of San Marino is a towering rocky mountain clearly visible from the Adriatic coast at Rimini, 20 miles to the east. For such a tiny country it hosted several pivotal motocross GPs

during the '80s and '90s. That colossal 1983 500 GP confrontation between Hakan Carlqvist and Andre Malherbe, Corrado Maddii's 125 win over bitter 1984 title rival Michele Rinaldi and, a year later, victory for the only man who has ever won a grand prix for Aprilia – Beppe Andreani.

Before the 1987 San Marino 250 GP I planned a couple of days bumming on the beach in Lombardy, staying at the Hotel Brigantino in Milano Marittimo. It was run by Mamma and Papa Zanzani, whose son Massimo was – and still is – a classy Italian MX photojournalist. After enduring a train drivers' strike at Bologna railway station ('treno suppresso, treno suppresso!') I arrived late to a royal welcome and enjoyed two days of roasting Italian hospitality before heading inland.

The slick, stony slopes of the Baldasserona circuit in Borgo Maggiore welcomed the 1987 250 GP series at the halfway stage of a gripping duel between ex-125cc world champions Eric Geboers and Pekka Vehkonen. Short, square and curly-haired, Geboers had been ordered by the Honda Racing Corporation, after three seasons on their factory 500, to win their first 250cc title. No pressure then!

Vehkonen – a pale, floppy fair-haired Finn – possessed a deceptively cheerful, unconcerned demeanour that disguised an iron will. He'd broken Suzuki's 10-year domination of 125 GPs by stealing the 1985 crown for Cagiva. That was the cavalier Italian factory's first world title and now they wanted to capture the 250s. Geboers, lucky to filch two tie-breakers from Vehkonen in Holland and Czecho, still trailed the Cagiva by five points. But Pekka endured a bad day in Yugoslavia where Yamaha's electrifying teenager Rob Herring did the double for his first GP

victory. So the Finn arrived in San Marino trailing Eric by seven points and Herring arrived hailed as a popular new hero by the local Latinos.

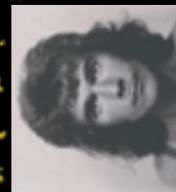
Herring loved Baldasserona. "These are the conditions I was brought up on back in South Africa," he grinned. But his gate didn't drop.

Starting dead last, by lap seven he was pressuring fourth-placed Geboers and crowd favourite Michele Rinaldi (Chesterfield Suzuki). For 20 scorching minutes this trio tore round together, frenzied fans surging from loop to loop to watch. But Robbie, finally squeezing past Michele, grabbed a bit too much front brake and fell. Up front Vehkonen led home Jorgen Nilsson (Honda) and Michele Fanton (Yamaha). The smiling Finn was now level on points with Geboers...

Herring's luck improved in race two. This time he picked himself up 37th from a first-turn pile-up and eventually lost a battle with Nilsson for sixth place! Geboers fought off Vehkonen and though Pekka won overall honours the busy little Belgian still emerged with a three-point title lead!

Three years later the San Marino GP once more reared up halfway through a tempestuous world 250 championship. On this trip I enjoyed the company of the late Dave Smith, who represented the ACU that weekend as jury member. Courtesy of the San Marino federation, we experienced a sumptuous Saturday evening on top of Mount Titano in the dazzling 'Palazzo Pubblico'. Far beneath us layers of glorious Italian countryside receded into the peachy distance. Later Smithy, fuelled with red wine, launched our Renault 5 haphazardly back down a mazy descent to our hotel – and got lost!

In that 1991 championship reigning champ Alex Puzar – managed by Rinaldi on Chesterfield Suzuki – led American Trampas Parker (Chamber's Honda) by three points with Belgian Marnicq Bervoerts (Johnson Kawasaki) and outrageous Mohican Mike 'Gunner' Healey and his KTM also in the hunt. But only Healey, accompanied by his long-suffering, merry



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he



FANTON (LEFT) + MIKE HEALEY CELEBRATE A FANTASTIC 2ND RACE IN 1991 250 GP

DESCRIPTION SIGNALEMENT

Beater	Titulaire	★Wife	Femme
Occupation	GRAPHIC DESIGNER		
Profession			
Place of birth	BILLINGHAM		
Place of residence			
Date of birth	9/3/47		
Date of residence			
Country of birth	ENGLAND		
Country of residence			
Pays de naissance			
Pays de résidence			

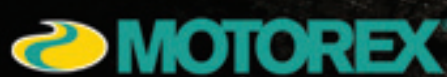
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KTM Racing images by R. Archer

English mechanic Graham Kent, had so far failed to win a GP – or even a race. The bleached blond Californian found an unexpected fan club, though, on another weekend of tropical sunshine in the guise of an Anglo-German punk biker gang present with their monstrously inventive machines to offend the huge crowd of cool Italian ‘fashionista’ during the interval!

Mike duly responded, ripping to the top of the timed practice sheets in the final two minutes of a blistering Sunday morning. The Pacific Highwayman’s playboy image (he was mates with rock band Guns n’ Roses, hence the nickname) disguised a steely, roughhouse determination. Kent, residing with Mike in Belgium, knew how hard he worked. “Every day he fills the tank up and rides on race pace for an hour until it’s empty,” explained Graham. “Takes a 20-minute break and does it again. Then he goes and play rides. Then he comes round for dinner. Then he goes down the gym. And, yes, he does drink beer and eat a kilo of ice cream!”

Healey creamed the first moto on his white KTM, attacking the gleaming adverse cambers with relish while Parker crashed and pulled out. Dave Strijbos (Suzuki) finished second ahead of Parker’s Honda team-mate Fanton and a subdued Puzar. There followed some entertaining lunchtime antics from ‘The Mutoid Waste Company’ who resided in a disused quarry at nearby Santarcangelo. Their very British grunge style and arthouse motorcycles (ingeniously created out of scrap metal) stunned a bemused crowd!

Race two and another American, Micky Dymond, riding for Italian importer Byrd Yamaha, wiped out a bunch of rivals (including GP rookie and current Red Bull Pro National promoter Matt

Bates) in the fast, uphill first turn. Healey, initially sixth, had scythed through to the front at half-distance as purple thunderclouds opened up for a few treacherous minutes. This encouraged an inspired Fanton to retaliate and the fans erupted as ‘Fantomas’ – a proper baseball-cap-on-backwards perpetual teenager! – launched a counter-attack in the closing stages and finally, 200 yards from the chequered flag, flew past Healey to a crescendo of deafening applause.

“I screwed up down the hill,” confessed Gunner. “Hit a big rock into the turn. I nearly highsided off the cliff and he slid under me!” But Mike had taken overall honours and celebrated a popular maiden 250 grand prix win alongside Fanton who, as Pekka Vehkonen (slowed by a front tyre puncture) pointed out, was the eighth different winner in 10 races.

The title chase was absolutely WFO after Healey’s dramatic, hard-charging triumph as Puzar finished fourth overall behind Strijbos and Parker struggled to sixth in race two after being sick for a fortnight. “I didn’t have the concentration for 40 minutes today,” admitted Trampas. “I kept making bad mistakes and losing my vision of the circuit. It’s really high-speed here and there’s no safe place to leave the track. You hit a fence or a wall. It was better to pull out of race one before I had a big crash!” He smiled wryly. “I’ve gotta go phone ma dad. Tell him I rode like a geek...”

REIGNING WORLD CHAMPION ALEX PUZAR PLAYS TO HIS ADORING GALLERY IN 1991



TITLE LEADER TRAMPAS PARKER ENDURES A TOXIC DAY IN 1991: "I RODE LIKE A GEEK!"



MIKE 'GUNNER' HEALEY RIMS HIS KTM TO FIRST RACE VICTORY IN 1991



THE MUTOID WASTE COMPANY'S LONG TRAMP BUILT FOR BECAUSE (GROW)

Surrounded by his new admirers – the lads and lasses of the Mutoid Waste Company – Mike extolled his heart-warmingly ‘win-or-bust’ attitude to life and racing. “I get a big rush out of playing to the crowd,” drawled the only proper punk mainstream motocross ever produced. “I love to show off. I would also love to be world champion. I’ll throw the biggest party you’ve ever seen.” He shrugged his tattooed shoulders. “But if not, I’ll be happy to know I’ve given 110 per cent and still throw the biggest party you’ve ever seen!”

Borgo Maggiore, at the foot of Mount Titano, would host a further seven San Marino grands prix but never again welcome such an unruly, uncompromisingly non-conformist conqueror as Mike ‘Gunner’ Healey.



© Surty

*Marc took the Dutch
championship this year
but has been off the
boil in the GPs*

DUTCH COURAGE!

A CAREER-THREATENING INJURY SAW MARC DE REUVER GO FROM FACTORY FRONT-RUNNER TO MIDPACK CANNON FODDER BUT THE CHARISMATIC 'CALIMERO' IS DETERMINED TO SHOW HE AIN'T FINISHED JUST YET...

Words and photos by JP O'Connell

One of the most popular, funny and charismatic characters in the GP paddock, Marc De Reuver is in many respects a Dutch version of our very own Billy MacKenzie. Furiously fast yet infuriatingly inconsistent and a source of constant frustration for his fans, Marc is undoubtedly one of the best sand riders in the world but has suffered a dramatic loss of form over the past two seasons leading to a whole raft of rumours and speculation.

We caught up with Marc at the Lierop GP where the Dutchman gave us this honest, open and insightful interview to set the record straight...

"I have had a good career so far," says Marc. "I had my first factory contract back in '02 with Yamaha but things didn't go so good with the team and I switched to the factory KTM team halfway through the season. I managed to win the Dutch 125 championship in both '01 and '02."

If there were any doubts about De Reuver's sand credentials these were swiftly allayed at the '04 MXdN in Lierop where the Dutchman was an obvious shoo-in for the Netherlands team alongside Erik Eggen and Bas Verhoeven. In what was De Reuver's finest hour he chased home Stefan Everts in both races to give the Netherlands a fantastic second overall behind the mighty Belgians.

"Absolutely, that is still the highlight of my career," recalls De Reuver with a grin. "It was so special that day, I mean I was leading for more than half the race before I got a little crazy – then I crashed! We were so far ahead that I still had time to get back on in second place, I was lapping riders that I could only dream of lapping!"

A knee injury sustained at the first round of the Dutch championship in 2005 put paid to pretty much two-thirds of the season. Coming back for the last half-dozen GPs Marc ended the year on a high note, finishing the last two rounds in second overall behind KTM's Tyla Rattray.

The promise of a 450 ride for 2006 failed to materialise as KTM opted to run Pichon and Tortelli in the MX1 class, leaving De Reuver to spend another season on the 250. As it happens it turned out to be something of a blessing in disguise as Marc went on to complete the season uninjured, finishing up in fifth place with a few podiums thrown in for good measure. On the back of his results an offer to move into the premier class was tabled by Rinaldi Yamaha and '07 saw De Reuver under the same awning as new team-mate Josh Coppins.

"As far as team-mates go that was my best year – Josh is my buddy and I like him. He is old school, you know, he likes old tracks. I like his way of thinking – I wish I had that. Being around him helped me. His determination, his work ethic. When I was riding one hour in the day he was riding three!"

"We got on well and maybe I was good for him – when we were training he was very serious but outside the track he's not making jokes and all that stuff but I was there to make the jokes so maybe that worked to relax him also. We would eat together in the evenings and I would be making him laugh – it must have worked for him as he had a good season!"

While relations with his team-mate were good, the same couldn't be said for his relations with the team. A pre-season practice crash while testing in Italy left De Reuver with a hernia problem and while he wanted it operated on Yamaha weren't so keen.

"We found out exactly what the problem was before the first GP at Valkenswaard but Yamaha wouldn't let me have an operation," De Reuver says. "It was a disaster you know? I was riding in pain and just couldn't get the results. I had a three-year contract with Yamaha but they f**cked me! I mean they knew what the problem was and they were like 'hey, it's no problem'."

"There was a clause in my contract saying that come May ['07] Yamaha had an option of whether they wanted to keep me or not, they just said bye! As you can imagine it really pissed me off – not with the Yamaha brand but with certain people. They know who they are, ha!"

With a forgettable season nearing a close De Reuver came out all guns blazing for the last GP of '07, scorching to a third and first for second overall behind Kevin Strijbos in the deep sand of Lierop. It was enough to grab the attention of the Martin Honda squad who offered him a test ride on the CRF450 a week later in Italy. With both parties happy the deal was done and De Reuver was signed on a two-year contract.

The partnership was a happy one with the Dutchman taking a moto win in Belgium and GP wins in both Italy and Lierop, as well as flying out to the States and finishing third in the first moto at Southwick.

"I managed to finish the season in 10th but it was a little disappointing," he says. "I mean, I won two-and-a-half GPs to finish 10th, Barragan won three GPs and finished fourth while Ramon won none and finished second! Don't get me wrong, I realise that it was my own fault – my results weren't

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consistent enough – but to this day that 2008 Honda has been the best bike I've ever had."

With 2008 in the history books both Marc and Martin Honda were looking for an even better year in '09. With new team-mate Kevin Strijbos on board, the pre-season internationals went well with Hawkstone Park offering up a Martin Honda 1-2 as De Reuver and Strijbos showed a clean pair of heels to the rest of the pack. Then with confidence high for a good GP season, Lady Luck decided to take a dump into the lap of De Reuver.

"The GP season had only just began and I was practising at a track in Eersel," remembers Marc. "I hit neutral when I was going over a bump and ended landing flat on my back. The damage was immense. I broke my back in three places, shattered and dislocated my hip and was spitting up blood – initially they thought I had internal injuries but thankfully my organs were okay."

Sidelined for the next nine GPs and with nothing to think about other than what could have been, the Dutchman decided to make his comeback at the scene of some of his best results – the unforgiving circuit of Lierop.

"I should never have done that, never! My doctor told me not to do it but I did. The trouble was that I thought I was fit – I was on such strong painkillers that I couldn't feel anything and I ended up hurting myself even more without even realising. The nerves in my back swelled up and I lost all the feeling in my leg which set me back another six weeks."

The injury and subsequent disappointment of missing most of the season led to some low moments for the normally ever-smiling Dutchman with thoughts of retirement rearing their ugly head. Then Marc's self-esteem was dealt a further blow when Martin Honda decided

they wouldn't be extending his contract, opting instead to sign American Jimmy Albertson for 2010.

"I was disappointed for sure and I had some moments that weren't so fab. It wasn't so much that I thought they would re-sign me, just the way that it went, you know? I mean everything is good, I have no problems with them [Martin Honda] at all. I think that's just how things go. I mean, they were told they were going to have this fast American rider who was going to do it – his results are worse than mine! The grass is always greener on the other side you know!"

With 2009 being far from stellar, the outlook was fairly bleak and while the decision to ride the last couple of GPs wasn't so good from a physical standpoint it did open the door for a new contract with Dutch team Beursfoen Suzuki.

"After the way things had gone during '09 I had had enough of motocross – not the riding but the politics, the way that things happen. Money is so tight now that I guess it has to be that way but I don't like it. I was at a fairly low point and had no ride secured for 2010 until the Lierop GP when John Beijer [owner of Beursfoen] approached me. I have known John a long time – he used to sponsor me when I was young – so that coupled with the fact that the team is based in Holland made me decide to sign a 12-month contract with them."

Truth be told 2010 has been pretty damn disastrous for De Reuver who's ended the world championship season way back in 19th place with 10 moto no-scores and four GP no-shows, the clear highlight being seventh overall at Lierop's penultimate round with an 8-6 card.

His drop in form inevitably lead to all sorts of rumours, the most popular being that De Reuver was partying too hard and



Marc's best performance in this year's world championship came in the sand of Lierop

CH
AGE!



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DUTCH OVEN!

DE REUVER FEELS THE HOME HEAT...

Contracted to ride both the Dutch MX1 championship and a full season of GPs in 2010 it soon became clear that De Reuver was a shadow of his former self with David Philippaerts beating him hands down in the sand of the first round of the Dutch nationals.

Things improved slightly at round two with a double win over Ken De Dycker before an embarrassing defeat in the sand to Davide Guarneri at round three. Stronger rides at the last two rounds saw De Reuver take the title but not in the style that he had hoped for.

"The first priority for my team was to win the Dutch championship as we are sponsored by Suzuki Netherlands – winning that is more important than winning the GP here at Lierop so in that respect I have managed to deliver our target. If I'm honest I was lucky to get it, I was not the Marc De Reuver that I need to be in the sand. I mean, come on! Guarneri cannot beat me in the sand – never! I couldn't even follow him! I came second so in results it looks good but in reality it wasn't good for me!

"At one round Philippaerts blew me away and that shouldn't be possible – I mean he can win from me but he was half-a-lap in front and that shouldn't be able to happen!"

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The Dutchman in action at this year's Hawkstone International – he's one of the best sand riders in the world

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training too soft. But according to Marc this couldn't be any further from the truth.

"It's a difficult story," explains Marc. "It all stems from the big crash in '09. As I get older I start thinking about the consequences a bit more, you know, I don't want to smash myself like that again, I don't want to smell that hospital smell again, the operating rooms. That gets in your mind a little bit and you don't want that.

"It wasn't a physical thing — I had tests and it was all good — so I went to a mental coach and he says one thing, my mother and father they say another, then there's the money which isn't coming. There were a lot of things, it was a really difficult time. I was really doubting myself, you know? For years and years I would be battling with Cairoli, I don't have to be beating him but when you're lapped twice in the heat that doesn't feel so good! The big question I'm asking myself is how? Why is it possible?

"Then there's people passing you that you wouldn't even normally see in the race. I was physically fit, the bike was good but I just couldn't do it, it was dangerous.

"In the middle of the season, after Portugal, I went on anti-depressants — they make you feel like none of it matters but it's not real, they are very addictive, very dangerous! The first time you take them it's like amazing, it's perfect, then man it hits you."

With the realisation that the anti-depressants were doing him more harm than good the pills were in the bin straight after the Lommel GP and a new strategy was embarked upon. Shutting himself away at home, doing all of his own cooking, practising, training and — contrary to popular belief — absolutely no partying. De Reuver believes that his old self is finally coming back.

"I have had some bad times but I have absolutely overcome my fears," he announces.



Marc's hinting at a good deal for next season but is staying tight-lipped about where he's heading

"Whenever I crashed while on those pills it would terrify me — you would be almost shaking — yet this morning [at the Lierop GP] I crashed and was straight back on and wide open no problem. When I won the Dutch championship I didn't really feel anything. I mean no disrespect to the Dutch championship — there are people who would kill to be Dutch champion — but for me it's not important. Maybe in a few years when I'm old but not at the moment, for now I have different goals in my life."

With Marc's very own annus horribilis now behind him he's setting his sights on next season where he knows he will be riding the GPs on a Japanese bike — although which one remains a secret.

"Until my hands are on the handlebars anything could happen," laughs De Reuver. "I am looking forward to it and still feel that I have it in me to win. I mean, how old was Jamie

Dobb? 31? There's no age limit on being good."

After having to put up with, at times, a tabloid style reporting of his personal life Mark is happy to set the record straight once and for all. "When people don't know the truth they can sometimes make up their own. I once left my parent's house at 9pm so as to miss all the traffic that we have in Amsterdam. I passed Valkenswaard at 10.30pm when it's wide open party time there, my car was seen and next thing there was a story out that I'd been partying all night! Another time I accidentally left the light on in my living room overnight, only to have it reported that 'De Reuver has all-night party!'"

At 27 'Calimero' is old enough and wise enough to know what to do to make himself happy and to make himself fast.

"It's simple," he declares. "Top 10, I have to do it. It's impossible and unacceptable to think I'd finish MX like this."

FIN!

IT'S BEEN A TWO-YEAR EPIC IN THE MAKING BUT THE SHED OF DREAD IS FINALLY DONE AND SHE'S A BEAUTY...

WORDS AND PHOTOS BY **SUTTY**

If you've been a regular reader of DBR over the last couple o' years then you're probably aware of a little irregular feature we've been running called Project Shed 2: The Shed of Dread! The SoD is a 1996 model Honda CR250R – the last steel-framed 250 Honda would ever make – that I picked up off eBay for a bargain price in some nostalgia fuelled moment of madness when I was actually looking to purchase a trials bike. Weird huh?

Anyway, after picking it up and giving it a once over I realised the SoD wasn't actually in all that bad nick but regardless of that fact the project turned into a bare bolts strip down and instead of having a turn around time of around six weeks as I originally planned ended up taking around two years to complete – two years! Madness, I tell thee!

In the last Shed of Dread update the bike was pretty much up n' running bar the stickering up and fitment of the plastics and a few other small bits and bobs that need attention. After months of waiting the revamped plastics and seat have come back, were speedily fitted with a few other minor tweaks and tickles performed and the project is now complete-ish.

I'm honestly blown away by how great the finished project looks – that statement's more of an indication about how good a job my chosen graphics provider did rather than a comment about my own bike building skills – and if I can hunt down some OEM swing arm graphics I'll definitely be happy as Larry, whoever he is.

Looking somewhat similar to Jeremy Mcgrath's 1996 AMA SX title winning machine, the finished Shed of Dread is the result of a lot of hours of work – some hard, some not so – and a lot of help too. Obviously, I don't have the capabilities to do specialist jobs like powder coat or machine metal here at DBR Towers so some jobs had to be outsourced to companies or individuals who could.

In fact the whole project started with a trip to Garrick Surface Coatings in Walton Summit, Preston, who were able to recoat the frame and triple clamps to my specified colour for a not too expensive fee. As used by TT champion John McGuinness I'd heartily recommend them if you need anything done in the same ilk.

Similarly the suspension work was outsourced to RG3 London and the wheel rebuild to the Central Wheel Company. Both companies are specialists in their field and did an awesome job to turn around very tired looking parts. I think you'll agree the result of their efforts is amazing so again I'd heartily recommend their services if you need your boingers or hoops pimping up.

Only one other part had to be worked on away from DBR Towers and that was some modern day footpegs that needed modifying to fit the old hangers. As it turns out the latest YZF footpegs fit perfectly on to older Hondas like the SoD – if I'd known that at the time I could have blagged something from Fro Systems that didn't actually need machining. As it turns out a guy called Keith Stewart did 'em FoC – thanks to our designer Large Marge (who's built like a barge) aka The Bear and Keith's son Adam for the hook up. >>



After two years Sully's '96 CR250 is finally finished (almost) and isn't she a beauty!





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The before pic – as an eBay bargain the Shed was in surprisingly good shape but there was definite room for improvement



The Bear says 'don't try this at home kids...'



SPRUNG!

A TOP TIP FOR REPLACING A MISSING BIT...

In the two years taken from starting this project to getting it all done and dusted I've lost one or two parts along the way – some important and some not so. One of these not so important bits is the little spring that sits between the front brake lever and master cylinder to basically stop the lever slopping about.

While it's not vital to have one of these springs fitted I didn't much fancy having my lever slopping about all over the place either so it had to be sorted. At first I figured I'd have to get on the phone to a Honda dealer to get this particular part but with the end of the project in sight and no money left to buy any parts, pasties, pot or porn there was only one thing left to do – improvise!

STEP ONE

Make like a bandito and 'borrow' one of those clicky retractable ball point pens from a friend, family member, your local bank, job centre post office or bingo hall.*

STEP TWO

Disassemble the pen and remove the spring from inside it.

STEP THREE

Ensure the spring fits snugly in the holes in the lever and master cylinder – if it's too large or too small repeat steps one and two until you've got something that fits just right.

STEP FOUR

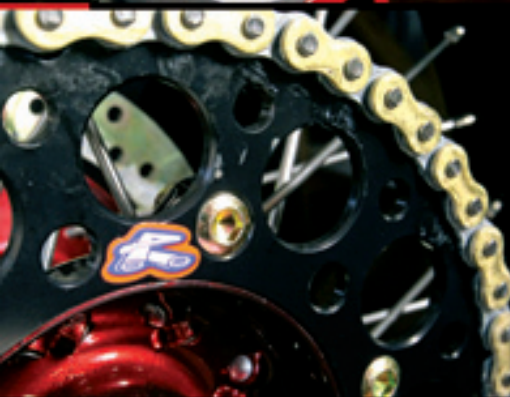
Assemble the front brake lever, adjust the, erm, adjuster until the, erm, adjustment is to your liking and then chill out safe in the knowledge that you've just pulled off the best trick since the devil convinced the world that he doesn't exist.

*** DISCLAIMER** – This step-by-step guide is written for entertainment purposes only and the author, Dirt Bike Rider magazine and especially The Bear advise you against actually stealing a clicky retractable ball point pen from any of the places/people listed above because – like speeding – it's against the law.

ROLL OF HONOUR!

A BIG THANKS TO THE COMPANIES WHO HAVE HELPED MAKE THIS PROJECT POSSIBLE

In alphabetical order I'd like to thank the following companies in a URL stylee – Apico.co.uk, Central-wheel.co.uk, D-3racing.com, Demon-tweeks.co.uk, Docwob.com, EBCbrakes.com, Garricksurfacecoatings.co.uk, Frosystems.com, KTM.co.uk, MDRacingproducts.co.uk, Motocrossworld.com, MSRacing.co.uk, Muc-off.com, MXM.co.uk, Racefx.co.uk, Renthal.com, RG3London.co.uk, Pro-circuit-racing.co.uk, Pulse-racing-products.com and last but not least Venhill.co.uk. Without help from these awesome companies and the people who work for them the SoD project wouldn't have been possible. So thank you all – I really appreciate it.



A set of untouched 1990 tyres help keep things as period as possible

Everything else was lovingly rebuilt either at home in the Cellar that's Stellar or right here at DBR Towers using bits I've bought, borrowed or blagged. The trickiest parts to go on the SoD must be the Honda Racing ignition and clutch covers which are rare as rocking horse s**t and therefore well worth getting by any means necessary! But aside from the few bits of needless bling everything is pretty much as functional as it is aesthetically pleasing right from the Renthal drivetrain products, Venhill hoses and cables, EBC brake discs and pads through to the Pro Circuit pipe and silencer.

When added up the cost of all the parts used is quite astronomical but not everything has been expensive. One area I managed to not spend millions on by being a little bit clever was the rear brake lever which was mashed to feck and looked like poop! But instead of forking out £70 on a whole new pedal I was able to make a replacement tip from a KTM fit and it now looks

grand as owt for a total cost of around four quid plus a bit of diesel to my local KTM dealership. Now that's sweet!

Tyres could have been a big expense too but I managed to save some wonga there by digging these genuine 1990s Bridgestones out of my old man's garage. I remember my dad purchasing these back in '92 in case we ever came across a proper blue groove type track on our travels – we didn't so they sat there collecting dust for 18 years. Of course the one problem with making savings like that on a project like this is that my old man's garage isn't a sustainable source of dirt bike gold and something taken now isn't going to help out on the next project but I can worry about that when I get there, right?

Speaking of next projects, now this one's done and dusted I'm thinking that I'd like to get my hands on a 1989 RM125 to give a similar revamp – that's unless anyone's got any better ideas?

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THE MAN!

WAY BEFORE THE GOAT, THE KING OR EVEN THE REVEREND THERE WAS 'THE MAN' – AND THAT MAN WAS ROGER DE COSTER...

Roger De Coster is a name that's synonymous with motocross and has been for over 40 years with good reason. During his time as a rider The Man won just about anything and everything you could – five world motocross championships, 36 GPs, six Motocross des Nations and 10 Trophee des Nations team wins as well as success at a ton of other national and international races. And the wins didn't stop when he retired from racing because as a manager he won a bunch more titles with Team Honda, Team Suzuki and Team America over in the US of A.

But as well as knowing and doing what's necessary to win at every opportunity another consistency has followed De Coster and that's no matter how devoted he is to the brands he's worked for, the long-term relationships he's forged with them have all come to an end. The first was with Suzuki when aged 35 he was looking forward to a career after racing but Suzuki wasn't really giving him many options. At the same time Honda had been in his ear for years about working for them and he finally caved.

"They [Honda] were in an aggressive mode," recalls Roger. "They offered me a three-year deal where I could race either one year or two and then become a development rider on the Pro Link suspension project while also working with Andre Malherbe and Graham Noyce. It gave me the opportunity to retire from racing and then immediately slip into another job. I didn't want to get worse and worse in racing before I stopped. I wanted to finish on a good note. I won the last Grand Prix of the 1980 season – and won it dominantly – and I thought this is going to be tough to do but I was 36 by then and it was the right time to retire. The following week I was working at American Honda and Dave Arnold who was my mechanic the last year I raced with Honda was the team manager while I controlled things behind the scenes."

Soon after De Coster and Arnold took the reins at American Honda the team became dominant, the bikes got really good and Honda became the pinnacle of factory status in the USA. If you were

good and you wanted to win a lot then you rode for Honda.

"I did that for 12 years and I had never taken a break from racing or anything. After those 12 years there was more and more involvement in the racing programme from sales and they started putting more and more people between us and the people in charge. So I took a break."

De Coster started doing some testing and evaluating of motorcycles for Motocross Action magazine and also brought the 500cc US GP to Glen Helen in the early '90s. Then Sylvain Geboers came knocking on behalf of De Coster's old employer – Suzuki.

"They invited me to Japan and they had regrouped all of the guys I had worked with when I was a racer. They were like a little welcome party and they were all in the room – it was pretty cool. Everybody was a few years older, we reminisced about the past and I decided to go forward with becoming the team manager for the Suzuki factory team here in the US – I took on that new challenge."

At that time Suzuki had fallen to the bottom of the heap in terms of factory teams in America and De Coster knew this. So did Suzuki Japan. And that was part of the problem.

"There were too many people involved who were just happy to participate so it took longer than it should've taken to bring the team back up to speed because not everyone involved wanted to win. They saw Honda as unbeatable because they were so big and had so many resources so it took time to convince them that they could do it and to get the people and engineers believing in themselves. They thought it wasn't possible to win for a long time."

So, De Coster built the team around some solid personnel and in the last six years – essentially ever since they hired Ricky Carmichael – Suzuki has become the top team to race for if you want to win in the 450cc class.

"Mel Harris, who was the VP at the time, gave me the resources to do what we had to do and then we were on equal footing with Honda. Our equipment became very good, very reliable and we started winning." ♦



© Ian Roxburgh

Steve Cox is an American moto-journalist who follows the entire AMA SXMX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

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Roger (#4) in action at the '79 Swiss 500 GP

© Jack Burnicle



De Coster (#8) won five world 500cc titles and was a legend on the track

In the last few years, a myriad of racing stars have come through Suzuki from Carmichael to Mike Alessi and Chad Reed and now Ryan Dungey. None of them have ever been too shy to admit that the bike they had – or have – with Suzuki was and is an amazing machine.

"It's about listening to what the rider really needs. Each rider describes the same thing in completely different ways. If you listen to Alessi or Chad Reed or Dungey it's like a different language each time. But by experience we have been able to read them pretty accurately and make the changes in the proper direction to help them be comfortable on the bike. And we also never promised anything we couldn't do. We promised we'd try everything we could but we never promised a specific result from our hard work. We didn't mislead the riders and that gave them trust in us and we were able to tailor the bike to each guy to make them happy."

And it's not just about equipment for De Coster. He's been around and seen it all and when he met Ryan Dungey he was interested right away. Dungey would hang out at the races and talk with De Coster

and the rest of the team as Dungey was a Suzuki support rider on the amateur level.

"I always thought that he was really nice and really enthusiastic about learning about what we do so when the time came I asked him to come out and ride with us when we were testing at Glen Helen – me and Ricky Carmichael."

And although he was a bit rough around the edges – as expected – De Coster saw in Dungey exactly what he wanted to see. A kid who wanted to learn, who was competitive, who was fit and who had a lot of upside.

"The main thing about his riding was his cornering – he really cornered well. Most kids know how to jump things and go in a straight line but Dungey could really corner and that made it very interesting for us."

De Coster talked it over with Ian Harrison – a long-time technician at Suzuki – and Carmichael and they all agreed that Dungey would be a good guy to give a shot. The rest is history.

After years of tutelage and honing Ryan Dungey has become the most dominant premier-class

rookie in the history of American motocross winning both the AMA SX title and the AMA MX title, even setting a new record of wins in a single season by a rookie at 10 outdoors topping Carmichael's former record of nine set in 2000. And while the Suzukis are excellent factory bikes, De Coster made it clear to Dungey early on that bike set-up is always a compromise.

"You're never going to have a bike that is the best turning, the most stable, the fastest, the lightest and does everything the best. So, I told him to make choices that give you the overall best performance."

"Sometimes you have to adjust to the bike and not the other way around," says Dungey. "I'm glad I got that worked out because otherwise I'd be chasing my tail all the time when we were testing!"

That's not easy for some racers to get through their heads – if they get passed in one section because their competition's bike works really well there, instead of working on it and counting on how the bike works around the other 95 per cent of the track, racers tend to focus on the one area that is a struggle for the bike and that's why they get beaten by riders who don't do that.

De Coster has spent the majority of his adult life working for Suzuki and now that the Suzuki team is back on top again he's left. Why?

"I wanted a three-year deal to stay on as the team manager and then I was going to retire after that. But Japan didn't want to commit to me for multiple years. They didn't want to commit to anyone for longer than Dungey's contract with the team went for and that's only through 2011."

So, with nearly a half-century of motocross knowledge swimming around in his head,



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Ryan Dungey was hand-picked by Roger from Suzuki's amateur programme



Leading the Americans at New Berlin – aka Unadilla

Roger (#8) goes head-to-head with a young Andre Malherbe (#7)



De Coster has made the jump to the KTM factory team where he will start as team manager after the MXdN.

"I've known Stefan Everts for a very long time. His mom lived in my house in Belgium when I was over here in the USA so we were always pretty close – it wasn't until a few weeks ago that KTM came to me with an offer and since it didn't work out with Suzuki like I wanted it to, I took it."

This is an educated bet on the behalf of both De Coster and KTM. Obviously, De Coster doesn't want to work without the possible benefit of winning and KTM isn't hiring De Coster as a celebrity but rather as the team manager – to develop bikes, hire riders and other team personnel and, ultimately, to win.

"I think there is quite a bit of work to do but I believe that the potential is there. They did awesome in Europe this year and I think if they

keep their promise to be open and work with us I think we can do it. They know how to make power and I think with the chassis – with the linkage and all that – it's a pretty good base. The toughest thing is going to be getting ready for supercross with bikes that have never seen a supercross track – getting ready for round one."

Of course steel frames tend to flex a bit more than the aluminium frames used on the Japanese bikes and that is good sometimes and not so good at other times. In supercross it may not be good as everything is about rigidity.

"I think steel frames are good – I like steel frames. I don't think it will necessarily be easy to come up with a set-up that works for supercross because I don't even know what riders I'm going to have yet for supercross and I have seen very little of the new bikes because there aren't many of them racing here but I think we should be able

to be competitive."

But if he's going to do it, he's got a lot less time than he did at Suzuki and that's his own timeline as the three years that he wanted to commit to Suzuki as of now are the same three years that he will commit to KTM.

"It's a three-year deal too and after that I'd like to retire but depending on how things are going I may stay on as an advisor or something like that if they want me to. Something like three days a week instead of the six or seven I work now."

And of all of the changes De Coster has made throughout his life in motocross, retirement from the sport altogether is perhaps the most daunting.

"I'm more scared than excited! I love what I do and I want to keep going. I love racing and I like working with competitive people and I'm fortunate that I've been able to make a living at my hobby. But even good things must end at some point."

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GOING DUTCH!

HE'S BEEN AWAY FOR THREE YEARS BUT MAX IS BACK IN HOLLAND AND IT'S BUSINESS AS USUAL...

Words by MAX ANSTIE Photo by STEVE COX

So, I'm back in Holland now after three years and nothing has really changed – the weather is still bad and the tracks are still rough!

I got started on my new bikes and they are amazing. The first day over here I met a lot of the guys from the team including Harry Nolte who has been the mechanic for many great riders and spent a lot of time with Everts, Carmichael and McGrath so I have been learning a lot from him. Everything about this team is awesome – they have a great semi truck with four bedrooms, a proper kitchen and a massive living room. A supermarket also sponsors them so they have loads of food.

On the second day Harry took me out to Lommel – my favourite track – to get used to the new 2011 Kawasaki and have some fun in the sand! It was funny because Gareth Swanepoel came to the track with my new Thor gear and some of you will know that he was the rider to fill in for me on the Yamaha after I got hurt. It was nice to talk to him about what he thought America was like. After that the next day we headed out to Lierop, did some motos and tested the 2010 race bike against the 2011 bike. It was so cool because the 2010 race bike is the exact same bike Rattray and the guys in America use with the cool shiny forks and graphics!

It's weird in Holland because the tracks don't open until really late in the afternoon. Like Lierop didn't open until 3pm so the day normally is pretty much over once it gets started. Also, everything gets so dirty! Every time I ride in Holland in the wet sand the gear is completely wrecked. The workload for mechanics over here is 10 times what the mechanics face in America as far as cleaning the

bike, changing air filters etc. Sand ends up everywhere! Even in my underpants!

Therefore, I have just been doing schoolwork and thinking about how to do bigger whips. Last weekend my dad and I conducted our 'reunion' Sand School at Dunkirk in France and Berghem in Holland. It was a lot of fun training and riding with kids I have grown up with plus the new members of our Mervyn Anstie Training Camp like some of the skilled enduro boys that joined in for preparation for their next big sand race.

The schools are great for learning the techniques and racing skills of the sand. There is no reason, wherever you come from, why you can't win races in the sand. Any rider from the United States to the United Kingdom can go and dominate in the sand with the proper training which luckily my dad has installed in me from the beginning and which now we can share with the racing world.

I then went back to the UK to build a pit bike track for my cousin George's birthday and got sorted out for my big trip down to Marseille to meet everyone else from the team and do a little bit of supercross to get everything in place for Bercy. After a week in France I'm headed back to California where I have to take a few more school exams and then continue my supercross testing in Corona before Bercy.

Before I began my journey back to Europe, back in sunny CA we had the International Hawaiian Tropic Pageant where my little Zozo racer sister dressed up as Minnie Mouse and got on stage to show the world! Big Max and daddy shouted and jumped up and down as Zoey picked up a whole load more trophies and princess crowns!

When we arrived in England I had a week before we were heading over to Holland so I got to see my little brother who is now seven! It had been two years since I had seen him and the first thing he wanted to do was go riding. So for the next three days while we had him we rode pit bikes, drove his RC car, did BMX jumps, smashed golf clubs into the ground and played football. Non-stop! I also went and got him an iPod and put all the new tunes from America on it which he loved and I showed him some of the races I was in on TV because his mum wouldn't let him watch me so he really liked seeing that I had raced supercross and stuff.

So yeah, it's a shame my little bro can't be with us all the time because we had a blast for the three days and it would be so cool to have him at the tracks and races. Taylor is as fast and safe as they come – I can't believe in the little time my dad and I have worked with him how naturally talented and ambitious he is about riding and racing.

Going forward, I'm looking towards this next season and what it holds in store. With the exciting opportunities from this team this should be a great season for us. With my dad's training and these CLS Pro Circuit Kawasaki bikes this season should be perfect.

We have the last school of 2010 planned for Dunkirk on November 27 and 28! Don't miss out on some great sand training and techniques as we won't be doing any more schools until mid-2011!

To sign up or for more information visit us on Facebook at www.facebook.com/unionmax or send an email off to us at

devinmitchell@rocketmail.com

Speak to you soon...

Max

Trey Canard leads Christophe Pourcel – with the title seemingly in the bag the Frenchman crashes out of the penultimate moto of the series and it's all over

LEADER OF THE PACK!

FROM UNDERDOG TO TOP DOG – TREY CANARD
TURNED HIS SEASON AROUND TO SNATCH 250cc
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Pourcel's season ends on the deck at Pala



Former world champ Tyla Rattray is second in the 250s...



Aussie Brett Metcalfe enjoys a stellar rookie season on the 450s – it just ain't quite as stellar as Dungey's...

GEICO Powersports Honda's Trey Canard started off the outdoor season having a bit of a tough time. At the opening round at Hangtown in the opening moto he actually grabbed the holeshot and then proceeded to fade to seventh place. He didn't fall or anything. He just got passed.

He recovered for a second place in moto two but the message he got was clear – something was missing.

Over the next few races he continued to struggle. At Budds Creek he wondered what he was doing on the track at all after going 7-8 for seventh overall. But Budds Creek also marked the first time he brought former racer Timmy Ferry along with him as a sort of coach or guide. By the next event Ferry's guidance began to pay off as Canard grabbed a podium finish. One race later he began to win – and then he just kept doing it.

So with two races to go Canard trails Christophe Pourcel by 13 points and he desperately needs to make up some ground if he wants a chance at the title at the season finale at Pala a week later. Pourcel grabs the lead early in moto one and Canard starts around sixth but Canard quickly moves up to third behind Tyla Rattray, then passes Rattray on the second lap and sets out after Pourcel.

Canard quickly passes Pourcel but Pourcel fights back and passes him again. Canard isn't having it though and he passes Pourcel back on the inside into a downhill off-camber turn. Pourcel hangs tough for the entire moto but can't do anything with Canard. With two laps to go the Frenchman pushes to get back by Canard but he's unable to do so and Canard wins by less than a half-a-second in one of the most exciting motos in recent years.

Rattray, who was right with the top two at the halfway point, ends up finishing over 28 seconds behind as Canard and Pourcel both

drop their lap times at the end of the race by over two seconds a lap.

In moto two Dean Wilson grabs the holeshot and begins to run away with the event over Eli Tomac, Nico Izzi, Canard, Rattray, Wil Hahn, Justin Barcia and Pourcel. Canard can't move forward from fourth place for the initial part of the race but with Wilson in front of him, when Canard sees a green fender on his inside going into a turn he knows it's Pourcel.

"I just thought 'man, you've got to go!'" Canard says – and go he does! He immediately passes Izzi for third, then Tomac for second and then sets out after Wilson. It takes Canard quite a while to catch Wilson and when he does he still has Pourcel hot on his tail. The top three go at it for a short period until, with three laps to go, Canard makes the pass stick and Pourcel follows quickly.

But Pourcel can't reel in Canard and the Honda rider takes the win after another classic race. Even though they only passed Wilson with three laps to go they still beat him by almost 15 seconds because Canard and Pourcel again drop their lap times significantly in the dying stages.

Going into the finale at Pala the math says that Canard needs to win both motos and then have someone else finish between him and Pourcel in at least one of the races to win the championship. In moto one Wilson grabs the holeshot and checks out over Cole Seely, Rattray, Pourcel and Canard.

Canard and Pourcel begin to battle and Canard gets by Pourcel early on, only for Pourcel to pass him right back. The next time Canard attempts to pass Pourcel he overcooks it into a turn and goes down, remounting eighth. It looks as if the championship is over but there are still seven laps to go and Canard is reeling in Pourcel at the rate of three seconds a lap.

Justin Barcia takes fifth overall in the 250cc title chase





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FINAL SERIES STANDINGS

450cc >>

1	Ryan Dungey	543
2	Brett Metcalfe	398
3	Andrew Short	393
4	Ben Townley	321
5	Mike Alessi	314
6	Kyle Chisholm	266
7	Josh Grant	260
8	Ryan Sipes	234
9	Kyle Regal	224
10	Nick Wey	223

250cc >>

1	Trey Canard	474
2	Tyla Rattray	446
3	Christophe Pourcel	443
4	Dean Wilson	437
5	Justin Barcia	348
6	Eli Tomac	327
7	Broc Tickle	287
8	Blake Wharton	285
9	Martin Davalos	251
10	Wil Hahn	213

Kiwi Ben Townley completes a great comeback year with fourth in the 450cc division

Brit Dean Wilson finishes a fighting fourth in the 250s

Andrew Short takes third in the 450s, just five points away from second

Pourcel is only 15 seconds in front of Canard. Do the math.

Only two laps later Pourcel goes down when he hits a kicker over a step-up jump and dislocates his shoulder, knocking him out of the moto. And just like that the championship is over. Canard finishes fourth in the moto and holds an 11-point lead going into moto two over Pourcel who doesn't make the start anyway. Rattray is second in the moto behind Wilson and Seely finishes third.

So it's essentially a victory moto for Canard in moto two and he races hard but without pressure on his way to third in the moto as Wilson ends up going 1-1 on the day for the overall in front of Rattray's 2-2 and Canard's 4-3.

The championship lands with Canard, Rattray ends up second in points with Pourcel officially third. The shoulder injury also drops Pourcel out of the Motocross des Nations.

The 450cc championship was as good as over after the Texas National – round two of the 2010 series. That was Ryan Dungey's first win with a 1-1 score and he proceeded to knock off every single overall win for the next nine rounds until he clinched the championship with two full rounds left to run after Southwick. But with his momentum has come luck.

For example, in the first moto at Southwick he chased GEICO Powersports Honda's Brett Metcalfe for most of the race and couldn't find a way past. Metcalfe looked like he was going to grab his first-ever AMA win in a points-paying event (he has won heat races in supercross on many occasions) but with only five turns left in the race he slowed to a stop, out of fuel. Dungey won that moto and

then the next one as well to clinch the title.

Bad luck doesn't come his way until after the title is over when in moto one at Steel City he gets a good start but then falls and damages his front brake, forcing him to drop out of the moto. Metcalfe leads that race early on and looks to have it in the bag yet again but then stalls his machine, allowing Kevin Windham to catch and pass him. Metcalfe reels in Windham again and passes him for the lead and begins to pull away only for Windham to bide his time and make another run at Metcalfe at the two-lap mark.

Windham makes the pass stick with one lap to go and Metcalfe can't quite get back around him. Windham steals the moto from Metcalfe who is second.

But in moto two Dungey is back going again and wins going away while Windham fights his way forward for second – and the overall win – at 32 years old, racing as a replacement rider for Davi Millsaps on the factory Honda Red Bull Racing team.

"I was thinking this very well could've been my last National win!" Windham says. "I mean, I'm not throwing in the towel for Pala but I haven't even gotten on the podium this year outdoors until today, so..."

At the Pala season finale Metcalfe again pulls out a huge lead in the first moto and looks to have it won only to fall on his own and hand the lead to Andrew Short who eventually gives way to Dungey for yet another moto win. Dungey wins the second moto as well and sets a new record for overall wins in a season by a premier class rookie with 10. Metcalfe ends up second in points in his first year of 450cc racing, edging out holeshot artist Andrew Short.



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After a couple of lucky breaks, Kyle Chisholm has had a stand-out year

TALE OF THE TAPE!

OUR STATESIDE INDUSTRY INSIDER RUNS THROUGH THE HIGHS AND LOWS OF THE AMA 450cc OUTDOOR SEASON...

Words by STEVE MATTHES Photo by STEVE COX

This was a strange yet entirely predictable year in American motocross. The riders that we thought would be up front were indeed the front-runners but in one case we didn't know how much he would be up front (Ryan Dungey) and in the other we thought he would be up front much more (Christophe Pourcel).

With the last round just finishing at the brand new facility in Pala, California, I thought it would be a good time to recap the series and all that was good and bad about it. I'll also provide you guys with rider stats from the series that I think encapsulates their season. Next month we'll cover the 250s...

GOOD

Ryan Dungey (Rockstar Makita Suzuki)

Key Stat: 10 overall wins

Obviously, everyone knew that the supercross champion would be a factor outside but did anyone really predict his 19 moto wins? What about his 10 overall wins? Yeah, that's my point exactly! Just like with supercross, the native of Minnesota who now calls Florida home simply dominated the series. He was on another level from Texas onwards as his fitness level was, to put it simply, on another level.

So with all this in mind and having just completed the most successful premier class rookie season the sport has ever known the question I have is what the hell happened at Hangtown when he went 10-6?

Brett Metcalfe (GEICO Honda)

Key Stat: 39 laps led

This Australian ended the year in second place and it was a highly unlikely second place at that. Brett has always been a strong outdoor rider but this year, making the jump up to the big boys class and with such a stacked field, he was definitely in for a shock. Right? Well, not really.

Brett was very fast in the beginning of the year, fell off a little bit in the middle and then ended the year as the clear cut second best guy in the class. Brett's in shape, works hard, is great to deal with in the pits and by all accounts looks to have ridden himself onto a spot on one of the top 450 factory teams.

Andrew Short (Honda Red Bull Racing)

Key Stat: 11 holeshots

Shorty ended the season third in the points which makes it eight out of nine 450 series (indoor and out) that Andrew has finished in the top three in points. Certainly solid numbers and this year, if you take his mechanical problems out, he'd have

finished in second easily enough. So why isn't this friendly guy a lock to return to Honda next year? Because this season followed a familiar pattern more than a few times.

Short grabs the holeshot, gets into the lead and then slowly gets eaten up by Dungey and – sometimes – the other guys. It's the old story. If a rider came from the back to get Short's finishes he's a hero but because Andrew grabs the holeshot and works backwards, some people want to see more from the guy. If I were Honda I'd be careful of trying to get someone better than Andrew – be careful what you wish for, sometimes you don't realise what you have until it's gone.

Ben Townley (TLD Honda)

Key Stat: 4 DNFs

BT101 ended the year fourth in the series points and that in itself is a good finish. The fact that Ben was completely out of racing for pretty much two years makes his fourth even more impressive. Notoriously hard on himself, many times Ben would be seen acting frustrated by what he thought was his poor performances. He was a half-lap away from winning a moto at Red Bud and his speed was pretty good.

The one thing about Ben is his propensity to have little things happen to him here and there. A tip-over, a stall, a crash or whatever, it seemed that BT just had the worst luck but eventually you have to wonder if some of his wounds were self-inflicted. Still a strong comeback season for him and the question in the air is does Ben take the money and go back to the GPs or soldier on another season Stateside?

Kyle Chisholm (Motoconcepts Yamaha)

Key Stat: 6th in the points

Nice guys do finish first or at least sixth in the case of Chisholm. Kyle was a revelation this year in American motocross as he struggled last year with injuries in his debut 450 season. Unable to get a ride in America, Chisholm needed Matt Goerke to get hurt to even get a ride on the team and then needed Dan Reardon and Motoconcepts to part ways to stay on for the outdoors.

In the end he rewarded the team with its best finishes ever finishing inside the top 10 in both SX and MX. This Florida native rode strong all year and although you wouldn't always notice him out there, by the end he would be on the move to the front. Him and team-mate Ryan Sipes both served notice that they were for real in the class.

BAD

Chad Reed (Monster Energy Kawasaki)

Key Stat: 1 win

Defending motocross champion Chad Reed came into the outdoor season looking for redemption after his miserable supercross season and for one race anyways it looked like he was making a statement. Reed won the first round, rode really great at the second race and then the wheels fell off.

Increasingly mediocre finishes followed before Reed pulled out of the series at Millville with a virus. It wasn't what him or Kawasaki were looking for. Reed and the Kawi never seemed to gel and things just didn't work out as Kawasaki and Reed mutually agreed to part ways shortly after the motocross season ended.

Mike Alessi (KTM)

Key Stat: 1 holeshot

Reading that one holeshot stat under Mike Alessi's name should be all you need to know about his season. Riding a brand new machine that is 100cc down on the competition and skipping supercross was not a formula for success for this hard worker. Mike ate rocks and dirt like he never had before in his life as he gave it his all but, in reality, the machine's horsepower disadvantage cost him starts and with those gone so was his confidence.

While supporters pointed over the pond to Antonio Cairoli's GP dominance as proof the bike can work, I know from going to every race and watching the video the bike's nimbleness and light weight wasn't enough to overcome the deficit in cubes. Mike's at a crossroads here. He's got a new team manager in Roger De Coster and RDC has seen the dominant Mike Alessi under the yellow tent. You have to give Mike credit though, he was out there every single moto trying his hardest and giving it all he can do. Some of his competitors might have taken the easy way out but not Mike, he just continued to get roasted all summer.

Other riders looking for do-overs next year are Tommy Hahn (last year he won a race, this year he battled injuries and ineffectiveness), Davi Millsaps (fast at the opener but then struggled until a serious crash knocked him out of the series), Jason Lawrence (has to rediscover his love of just riding, never mind racing) and Michael Byrne (who tied for an overall win last year and finished third in the series points but was on the outside looking in for rides this year).





ESSEX EXPRESS

**ANDO SEWS UP THE MX1 TITLE WITH A ROUND TO SPARE
BUT ELLIOTT BANKS-BROWNE PUSHES MARTIN BARR
ALL THE WAY IN MX2 AS THE RED BULL PRO NATIONALS
SIGN OFF AT WAKES COLNE...**

WORDS BY **SEAN LAWLESS** PHOTOS BY **IAN ROXBURGH**

Anti-climax! It's got nothing to do with your uncle putting a smile on his wife's face, it's when something that's been building up to an exciting finish kinda fizzles out in front of your eyes. Tony Cairoli winning the world MX1 title two rounds early in Brazil was an anti-climax, Marvin Musquin winning the world MX2 title one round later was another.

And I guess Brad Anderson taking the Red Bull Pro Nationals MX1 crown with three races still to go could be filed under 'anti-climax' n'all – so it's a good job the MX2 men are determined to take it about as close to the wire as humanly possible

PAR Honda's Brad has been the stand-out star of the RBP series in MX1 and going into Foxhill's penultimate round he's taken five

overalls from a possible seven and not missed the podium all season. His cause was helped no end by Samsung Yamaha's Alaskan rider Ben LaMay going AWOL after six rounds with VISA problems while holding down second but even by this point he had a comfortable 36-point advantage.

So around the slippery slopes of Foxhill the championship is there for the taking for Brad and despite an early race one crash that sees him take the flag in sixth – one place behind outgoing champion Carl Nunn – the title's in the bag.

The new champ comes out for the second race firing on all cylinders to win from Phoenix Bike It Cosworth Yamaha's Jason Dougan whose 1-2 card gives him a clear overall on the day from Brad with Wayne Smith – back for the remainder of the season with Embo's Samsung Yamaha team – running 3-3 to fill the final step

of the podium. Skills Wayner!

But while it's done and dusted in MX1 the MX2 battle has been raging all season between PAR Honda's Martin Barr and DB Racing Honda's Elliott Banks-Browne and it's not about to be decided at Foxhill. The first time the 2010 series visited the iconic Wiltshire venue at the start of the year it was EBB who came away with the advantage but this time around the Irishman leads by 29 points going into Foxhill with just four races to run.

If Lady Luck had been smiling on EBB at the previous round it would have been even closer but the DB Racing Honda rider, after coming home first MX2 pilot at Canada Heights in the opening moto, DNF'd the second after a painful collision. So EBB's on a mission at Foxhill and takes a double win and a maximum 50 points as a below par Barr runs 5-3 for third on the day



SS!

Ready to rip at Wakes Colne – the MX2 title is between Elliott Banks-Browne (#44) and Martin Barr (#50)

behind Kristian Whatley and sees his lead cut to just 15 points.

So heading into the final round at Wakes Colne it's EBB with the momentum behind him and Marty fighting a desperate rearguard action as the series signs off on the classic Essex track.

First blood goes to EBB in qualifying as he posts the second best time of the bunch, 1.2 seconds behind a lightning fast Jason Dougan and over a second ahead of Barr who's seventh fastest and next best MX2 rider.

Doogs is obviously at home on the pretty much old-school circuit that winds its way up and down the side of a hill with some big-ass ski-jumps making for plenty of airtime and runs away with the opening moto from factory Buildbase CCM rider Tom Church. And in third it's Banks-Browne who grabs 25 points as first

MX2 man home as Barr takes 22 points as second-placed MX2 rider back in seventh. With 19 races down and just one to go only 12 points separate the top two in the battle for the MX2 title...

This time it's TC who gets out in front and gets his head down, ripping to a 10-second win from Banks-Browne who has an awesome race to finish second man home and first MX2 rider across the line. PROPPA.com Honda's James Noble, in one of his final races before retiring, takes third. TC's win is good enough for the MX1 overall with his 2-1 card beating Doogs' 1-6 and Noble's 5-2.

With a slim – but still pretty handy – cushion, barring a crash or mechanical problem, Barr doesn't need to hang it out and he takes ninth at the flag to finish third best MX2 pilot, one place behind Whatley. His result is good enough for the

popular Irishman to claim the 2010 Red Bull Pro National crown – his first adult title – by seven points.

"It's absolutely brilliant," he grins. "The way things started off – I had the operation [Martin had a broken cheekbone plated before round one], I had to ride four days after it and it just shows you that every point counts and sometimes you have to ride through the pain and if I hadn't done that I wouldn't have won the championship here today.

"I'm real pumped and would just like to thank PAR Honda, my mechanic Geoff, AJ Plumbing, Agnew Recovery Service, Risk Racing and my dad as well – he got my engine going really well. I'm just super-pumped. The last championship I won was the British youth championship in 2004 so this is my first pro title."

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Martin Barr runs out a deserved and popular winner of the MX2 category



What up, what up! Jason Dougan wins the overall at Foxhill



Somewhere under here is LPE Kawasaki's Gert Krestinov

paid off, Banks-Browne's remaining fairly philosophical. "I've been working real hard and I feel real good at the end of the season, it's just a shame I had that bad race at Canada Heights," says EBB. "That's what championships are all about – you've got to be consistent throughout the year. I'm disappointed now but I've proved that I can win. It's been great to be in the championship hunt and second's still good but Martin just pipped me."

Running alongside the Red Bull Pro Nationals this season has been the Fuchs-Silkolene

2S British championship which has seen more than its fair share of bar-bangin' action as Expert and Junior classes go hard at it in Open and 125cc categories.

Leading the defending champion Jim Davies by 44 points going into the final round, David Willet goes 1-2-1 to take the Expert 125cc title after a rock-solid season on his Bladez Yamaha. Davies' 3-3-2 gives him second on the day and in the championship from Luke Remmer who cards 2-1-6.

With the Expert Open class already decided

in Mark Eastwood's favour, LPE Kawasaki's Gert Krestinov runs 3-1-1 to win from Stuart Edmonds – who grabs a great opening race win on the TM – and Easty.

Season-long pace-setter in the 125cc Juniors, Chas Statt ends the series 61 points clear of Ben Thomson after missing the final round with a broken leg as Jason Kendrick tops the Open Juniors from George Foames.

SERIES STANDINGS

RBPB MX1 >>

1 Brad Anderson	PAR Honda	403
2 James Noble	PROPPA.com Honda	334
3 Carl Nunn	MVR-D Suzuki	285
4 Ben LaMay	Samsung Yamaha	277
5 Gert Krestinov	Maxxis Henderson LPE Kawasaki	276
6 Alex Snow	Albion Kawasaki	260
7 Nathan Parker	PROPPA.com Honda	251
8 Jason Dougan	Phoenix Bike it Cosworth Yamaha	239
9 Gordon Crookard	PBM Kawasaki	234
10 Stephen Sword	Buildbase CCM	137

RBPB MX2 >>

1 Martin Barr	PAR Honda	428
2 Elliott Banks-Browne	DB Racing Honda	421
3 Kristian Whatley	Maxxis Henderson LPE Kawasaki	378
4 Bryan MacKenzie	Horseman Kawasaki	262
5 Stuart Edmonds	Electraction TM UK	223
6 Lewis Tombs	Yamaha	210
7 Neville Bradshaw	Samsung Yamaha	207
8 Scott Elderfield	PAR Honda	182
9 Will Worden	Wheeldon Suzuki	170
10 Shane Carless	KTM	124

FUCHS SILKOLENE 2S EXPERT OPEN >>

1 Mark Eastwood	Wiseco Honda	500
2 Stuart Edmonds	Electraction TM UK	395
3 Daniel Arnold	Honda	351
4 Will Worden	Suzuki	304
5 Scott Elderfield	PAR Honda	276

FUCHS SILKOLENE 2S EXPERT 125 >>

1 David Willet	Bladez Salon Yamaha	624
2 Jim Davies	TM	570
3 Luke Remmer	Kawasaki	500
4 James Dunn	Suzuki	377
5 Ryan Pottenger	TM UK	340

FUCHS SILKOLENE 2S JUNIOR OPEN >>

1 Jason Kendrick	Yamaha	455
2 George Foames	Suzuki	411
3 Shane Headon	Kawasaki	409
4 Daniel Ward	Suzuki	338
5 Corey Nemeth	Kawasaki	314

FUCHS SILKOLENE 2S JUNIOR 125 >>

1 Charles Statt	Kawasaki	524
2 Ben Thomson	KTM	463
3 Ashley Crossley	Yamaha	403
4 Simon Booth	KTM	376
5 Terry Lloyd	KTM	371



ANTI-CLIMAX!

WITH CAIROLI ALREADY CROWNED IN MX1 – AND THE MX2 TITLE ALMOST CERTAINLY HEADING BACK TO MUSQUIN – THE FINAL TWO GPs OF THE SEASON AT LIEROP AND FERMO ARE ALL ABOUT THE BATTLES FOR THE MINOR MEDALS...

Photo by Sarah Gutierrez

With Red Bull KTM's Marvin Musquin sat on a 72-point lead over Ken Roczen – with just two rounds remaining – the conclusion of the 2010 MX2 world championship is never gonna be edge-of-your-seat stuff. But, disappointingly, any anticipation of a season-ending battle royale between the two is totally blown out of the water when Roczen's motor cries enough in Lierop's opening moto and Musquin's handed the title on a plate – the second moto in a row that a Suzuki breakdown has handed a factory KTM rider an early world title win...

For Roczen the walk back to the pits in Lierop seems to do him no harm at all – he's already showered and waiting on the line as Musquin seals title number two – and from that point on the already highly-motivated German teenager goes out and proves a point by remaining unbeaten for the rest of the season and picking up the FIM silver medal to go with his brand-new factory KTM contract. No need to wonder which manufacturer will be taking their fourth MX2 title on the trot next year, eh? Musquin meanwhile takes a pair of seconds before DNFin the last moto of the year – his only DNF of 2010.

To ensure the leading three all drop a moto finish in the final two GPs, bronze medallist Steven Frossard pulls out of moto two in Lierop with a damaged exhaust but by that point it doesn't really matter in the points chase as the leading two are uncatchable and fourth-placed Jeffrey Herlings is on the injured list while everyone else is already too far back to catch the Frenchman who's due to move up to the MX1 class next year.

While the first three places are all sorted the battle for fourth is still wide open with no fewer than six riders mathematically able to snatch the first of the non-medal positions. Before the Dutch GP begins Zach Osborne is favourite to take that fourth position but in order to leapfrog Herlings needs to maintain a 24.5 point per GP average.

At Lierop the Cosworth Bike It Yamaha rider manages an overall total of 25 and then another 28 in Fermo insures the spot is his although it's a close run thing as Joel Roelants does a Dolly Parton and works his way from nine to five in the series classification on the JM Racing KTM. JR runs so strong in fact that he just misses out on bettering Zach and it boils down to a chase to the flag in Fermo as Roelants hunts down the West Virginian in the final moto of the year – the Belgian eventually coming up five seconds (and a pass) short of his goal.

So Herlings slides to sixth in the championship while Arnaud Tonus snatches seventh from a very inconsistent Shaun Simpson who manages a cracking fourth overall in the Dutch sand but then runs a disappointing 15-DNF scorecard on hardpack one week later. "The Fermo track was okay but I just didn't gel with it," claims Woody who ends what proves to be a very tough year for the highly likable Scotsman in eighth.

After suffering a DNF streak in the Czech Republic and then Brazil, Jake Nicholls bounces

back with a string of great results at the final two GPs to run 13-10 in Holland and 10-8 in Italy. Unfortunately for The Reverend he can't pick up any places in the championship although he gets pretty close to '09 EMX2 champ Christophe Charlier who takes 12th. Jake's pre-season goal of a top 10 finish remains some 95 points out of reach...

"Although I didn't quite reach my goal for the year I'm happy to end on a note like this and it's how we started the season. I feel I have progressed this year even if I did have a few dips and a few things go wrong but those are parts of the sport you have to accept," reckons a philosophical Jake.

Tony Cairoli's already wrapped up the MX1 crown from Clement Desalle who's equally safe in second but third in the series is still wide open with '08 champ David Philippaerts, '07 champ Steve Ramon and Red Bull KTM's Max Nagl all within reach of the bronze although the odds are stacked in DP19's favour as he sits 21 points clear of Max and a further 12 clear of The Bomb.

But Nagl halves that gap with an awesome 1-4 ride in Lierop while Philippaerts struggles to a pair of fifths and Ramon closes to within 25 of the Yamaha star with a pair of thirds, setting up the season finale quite nicely.

The Belgian continues to shine in Italy as he comes from a fifth place start to win moto one on the slick and polished hillside circuit as Nagl and Philippaerts struggle home sixth and seventh. Halfway into the second moto and Ramon's once again the fastest man on the track and this time hunting down the leading pair – team-mate Desalle and Nagl who's applying serious pressure on the MX Panda and even chucking in a cheeky block-pass or two. Philippaerts meanwhile is struggling in seventh and when Rui Goncalves relegates him to eighth it looks like third in the series is headed the Bavarian's way – that's until Superman's brother steps up into the equation.

After doing next to feck all for most of the year Sebastien Pourcel powers up through the pack, takes third from Ramon, second from Nagl and even knocks on Desalle's backdoor for a while although it's too little too late to stop Clement from racking up GP win #3. The two points Nagl loses to Pourcel might have been important in the outcome of the championship if Philippaerts hadn't mounted the turnaround ride of the year to get back on the gas and make an outstanding pass on Goncalves and Coppins in one impressive swoop through a rutted left-hander to snatch sixth – and third in the championship – in the dying moments of the 35-minute plus two lap moto.

There's less to celebrate for the Brits abroad as only Tom Church adds to his GP points tally this month. The Buildbase CCM star runs a very creditable 14-14 in the Dutch sand to rise one place in the final series standings to 26th. A non-starter in either Holland or Italy because of a rib injury, CAS Honda's Evgeny Bobryshev slips to 10th in the final standings while Aprilia's Alfie Smith also fails to score.



Marvellous Marv carves his way to his second world MX2 title on the trot

SERIES STANDINGS

MX1 >>

1	Antonio Cairoli	Red Bull KTM	625
2	Clement Desalle	Rockstar Teka Suzuki	537
3	David Philippaerts	Yamaha Monster Energy	502
4	Max Nagl	Red Bull KTM	498
5	Steve Ramon	Rockstar Teka Suzuki	491
6	Tanel Leok	LS Motors Honda	356
7	Xavier Boog	KRT Kawasaki	337
8	Ken De Dycker	Yamaha Monster Energy Ricci	331
9	Davide Guarneri	LS Motors Honda	290
10	Evgeny Bobryshev	CAS Honda	270
14	Gareth Swanepoel	CAS Honda	182
26	Tom Church	Buildbase CCM	39
56	Stephen Sword	Buildbase CCM	5
57	Brad Anderson	PAR Honda	5

MX2 >>

1	Marvin Musquin	Red Bull KTM	635
2	Ken Roczen	Teka Suzuki	574
3	Steven Frossard	CLS Kawasaki	478
4	Zach Osborne	Bike It Cosworth Yamaha	397
5	Joel Roelants	JM Racing KTM	396
6	Jeffrey Herlings	Red Bull KTM	391
7	Arnaud Tonus	Teka Suzuki	390
8	Shaun Simpson	Red Bull KTM	367
9	Jeremy Van Horebeek	CLS Kawasaki	365
10	Gautier Paulin	Yamaha Monster Energy	336
13	Jake Nicholls	HM Plant Red Bull KTM UK	241
16	Matiss Karro	MVR-D Suzuki	136
21	Mel Pocock	Bike It Cosworth Yamaha	62
30	Adam Chatfield	2B Racing Duracell Kawasaki	18
43	Max Anstie	Star Racing Yamaha	9
61	Ed Allingham	Bike It Cosworth Yamaha	2

KNIGHT'S NINTH!

A DYFI DOUBLE GIVES DK OVERALL NATIONAL ENDURO CROWN #9...

Words and photo by Jonty Edmunds

After being made to work harder at the mid-summer Knighton Enduro than at any other previous round of the 2010 British Enduro Championship, David Knight wraps-up this year's BEC title with two convincing day wins at the penultimate round of the series – the Dyfi Enduro.

Easily topping the Championship class results on both days of the Welsh event, Knight's back to his best and puts his name to an amazing ninth overall national championship. "Winning the title with two winning rides is the best way of doing it," comments the KTM ace after the event. "With a bit of everything it's been a proper special test. I knew it would suit me well and it's been great fun. It's been a really good championship for me, I couldn't have asked for more."

With David unstoppable over the two days and securing the championship at the end of the first day's competition, Suzuki's Tom Sagar heads the fight for the runner-up spot and with KTM's Greg Evans crashing out of the event strengthens his chances of lifting the Enduro 2 title.

Overcoming the disappointment of failing to finish the second day's competition at the previous round of the series, Tom delivers a solid performance at the Dyfi to leave Paul Edmondson and Daryl Bolter battling for the overall third place spot and the top place in the E1 four-stroke class.

Another rider able to put the finishing touches to a championship-winning season is Edward Jones who puts his name to the E1 two-stroke title. Although not quite able to keep pace with the riders at the top of the overall Dyfi results, Ed places seventh on both days aboard his screaming 125cc KTM.

But in the E1 four-stroke class it's Edmondson who just does enough to claim the class win on day one, showing that the more technical the special test the faster he is. On day two Bolter reverses the E1 four-stroke finishing order setting up a final round showdown for the quarter-litre four-stroke title between the two riders at the series-ending Natterjack Enduro.

"It's all about winning now," explains Bolter. "Both of us just have to go for it and whoever does best at the final round gets the championship."

And at the final round there's again little to split the Suzuki and KTM-mounted duo. With the sandy conditions at the Natterjack Enduro to the liking of both riders each goes all-out to try and claim victory. Just as at the Dyfi it's Edmondson who strikes first. With next to nothing separating the two riders after the first four tests a

mistake by Bolter on test five sees Eddy edge ahead. But on the very next test it's Eddy who makes the mistake allowing Daryl to close the gap again setting up a final test showdown. With Paul just managing to finish ahead the two riders end the day separated by less than half-a-second in Eddy's favour.

A simple case of who does best wins the title, day two is full of drama. Starting the day giving his absolute all Bolter tops the first two tests to hold an 11-second advantage. With Edmondson then halving that lead on test three the two riders post near identical times on the fifth and sixth tests meaning Bolter secures the class win and the all-important E1 four-stroke title.

"It's been a tough weekend," comments Bolter. "I started day two feeling pretty beaten up but I'm just so pleased I managed to get the result the team's worked so hard to get. I thought I'd blown it on the last motocross test because I didn't ride well and made mistakes, luckily Paul crashed so we had the same time. I just tried not to make any mistakes going into the final test and it went well. It's great getting the title and great battling with Paul."

With Knight away on world championship duties the rider to beat at the Natterjack is Suzuki's Tom Sagar. Putting his name to the overall win on both days, the former trials rider isn't the fastest rider at the start of day one but builds a solid lead during the day to win by 19 seconds. Manxman Alex Rockwell tops the opening test but mechanical problems sideline the enduro newcomer soon after.

Sagar's again the rider to beat on day two but, back in the fight, Rockwell puts in his best performance of the series to claim a strong runner-up result just four seconds behind Tom. With Bolter and Edmondson next up in the overall classification, Manx youngster Danny McCanney makes an impressive first outing in the Championship class with a fine fifth overall.

SERIES STANDINGS

CHAMPIONSHIP OVERALL

1	David Knight	KTM	180
2	Tom Sagar	Suzuki	147
3	Daryl Bolter	KTM	133
4	Paul Edmondson	Suzuki	129
5	Greg Evans	KTM	102
6	Ashley Wood	Gas Gas	79
7	Ollie Moyce	Husaberg	77
8	Edward Jones	KTM	73
9	Alex Rockwell	Husqvarna	63
10	Euan McConnell	KTM	62



bec wrap

*Daryl Bolter sews up the
E1 four-stroke title on the
last test of the final day
of the championship*



Knighter claims the Enduro 3 world title before the series even arrives in France



Antoine Meo holds his nerve on home turf

THREE KINGS!

IT'S KNIGHTER, AHOLA AND MEO WHO ARE CROWNED EWC CHAMPIONS AFTER A HARD-FOUGHT SEASON...

Words and photos by Jonty Edmunds

From 45 degree heat at the GPs of Greece and Turkey to an absolute mudfest at the Enduro World Championship's final event of 2010 in France, how things can change in just a couple of weeks.

With heavy rain falling throughout the opening day's competition at the GP of France, the series' final event delivers more than a few unexpected surprises. Both the Enduro 1 and Enduro 2 titles are still to be decided so it's an anxious time for class leaders Antoine Meo and Mika Ahola. Focused on putting their names alongside David Knight and Lorenzo Santolino as 2010 world champions, it's Meo who has the longest wait as the French Husqvarna star isn't able to relax until the end of the second day's competition.

For Ahola the end of day one sees the super-fast Finn secure his fourth EWC title in as many years. But the day doesn't end without drama. Needing simply to place his bike in the

parc ferme to confirm his place as E2 world champion, Ahola opts to first fit new tyres to his bike in readiness for the second day of competition.

But he fails to get a new rear tyre properly fitted in the allotted time and is forced to head to the final time control of the day with the tyre on – but no mousse inside. It means he rules himself out of starting on day two but still gets the coveted E2 title nonetheless.

"I have no idea what happened," admits Mika. "I must have fitted a thousand tyres during my career but this one just wouldn't go on. I had no option but to get the tyre on and get the bike into the parc ferme. It's great to have won the title but what a way to end the championship."

With Mika securing the E2 crown and topping the class, he finishes ahead of Frenchman Pierre Renet and Thomas Oldrati. With no Ahola racing on day two Renet delivers a notable hiding to Oldrati, beating the young Italian by over one-and-a-half minutes and picking up his

first ever EWC victory. Third goes to another Frenchman, TM's Rodrig Thain.

Unquestionably the rider under the most pressure in France is Husqvarna's Antoine Meo. Seeing his championship lead reduced significantly following a day one DNF in Greece and a poor showing in Turkey, the rider the majority of the spectators have come to see makes a cautious start to day one but comes good towards the end of the day to place third on the podium.

Not quite able to match the pace of countrymen Johnny Aubert or Marc Germain who claim the top two spots, Meo wins the E1 world championship in style on day two as he tops the class, just, to claim his eighth day win of the series.

"I can't believe it's finally over and that the championship's mine," comments an emotional Antoine after being mobbed by team, family and supporters prior to finishing day two. "I didn't feel like I was under too much pressure but I was

SERIES STANDINGS

ENDURO 1 >>

1	Antoine Meo	Husqvarna	332
2	Johnny Aubert	KTM	312
3	Eero Remes	KTM	312
4	Matti Seistola	Husqvarna	243
5	Cristobal Guerrero	Yamaha	241
6	Nicolas Deparros	Kawasaki	238
28	Paul Edmondson	Suzuki	10

ENDURO 2 >>

1	Mika Ahola	Honda	358
2	Ivan Cervantes	KTM	323
3	Thomas Oldrati	KTM	291
4	Pierre Renet	KTM	286
5	Joakim Ljunggren	Husaberg	228
6	Oscar Balletti	Honda	199

ENDURO 3 >>

1	David Knight	KTM	348
2	Sebastien Guillaume	Husqvarna	313
3	Simone Albergoni	KTM	308
4	Christophe Nambotin	Gas Gas	271
5	Marcus Kehr	KTM	245
6	Alessandro Botturi	Husaberg	202

ENDURO JUNIOR >>

1	Lorenzo Santolino	KTM	284
2	Jeremy Joly	Honda	275
3	Victor Guerrero	Yamaha	244
4	Romain Dumontier	Husqvarna	207
5	Antti Hellsten	KTM	188
6	Mario Roman	KTM	185
7	Josh Green	TM	147
29	Alex Rockwell	Husqvarna	30



Mika Ahola – and lookalikes – celebrates another world title

worried that something might happen to my bike because the conditions were so difficult. But my bike was perfect on both days and to win the championship with a victory is fantastic."

Leading home an all-French podium, Meo is joined by Honda's Julien Gauthier – who's robbed of the win by a bent gear selector – and Aubert. Third is enough to ensure Aubert finishes as runner-up to Meo and ahead of his team-mate Eero Remes in the final E1 series standings.

Although the E3 world title already belongs to David Knight there's much to fight for in France as both Simone Albergoni and Seb Guillaume go for broke in the hope of securing the runner-up spot. Although Albergoni arrives at the event a few points ahead it's Guillaume who's the rider celebrating come the end of the second day.

Winning the first day, helped by the fact that Knighter tweaks his groin and opts to rest up ahead of day two, Guillaume needs simply to

finish ahead of Albergoni on day two to ensure the runner-up spot which is exactly what he does. And there's a controversial end to the championship as Knighter looks set to claim the day win only to be handed a one-minute penalty for an alleged 'noisy bike' that drops him to third.

"This feels like a championship win after everything I've been through this year," reckons Seb. "Starting the year with a broken hand and riding here with a knee injury, it's certainly not been an easy eight races. But getting the second place result makes all the hard work worthwhile. It's great."

While Seb's happy Knighter's anything but. "It's ridiculous the officials saying my bike's too loud, it's rubbish. I have no idea why they decided to pick on me, maybe it's because I've already won the title and they needed to try and show that they have the power to hand out penalties. It's the first time any rider's got a penalty this season, it's a joke."

In the Enduro Junior class Honda-mounted Jeremy Joly does what no other junior rider's ever done before and that's record the fastest outright time with his day two win. Delivering a masterclass in racing on grass and in mud, Joly claims a commanding double win to secure second in the EJ championship behind Spain's Santolino.

TM-mounted Aussie Josh Green struggles, literally, to get to grips with the slippery terrain and finishes 10th on day one. Backing that up with a DNF and a precautionary trip to A&E on day two, the EWC rookie's 2010 championship doesn't exactly end the way he hoped it would.

Racing alongside Josh in the Electraction TM squad is Jordan Scott who makes his enduro debut in France. With no real idea of just how tough the two-day event's going to be, the Irish youngster gets on with the job and finishes both days. Despite failing to score any world championship points by simply finishing he shows he has a bright future ahead of him.



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★ **KING JAMES!**
ELITE YOUTH CUP BW85cc CHAMP

★ **DOUBLE TOPS!**
BYMX AND EYC SIGN OFF IN STYLE

★ **MASTER BLASTERS!**
WULFSport WINNERS CROWNED

★ **UTTERLY BUTTERY**
CLUB SANDWICH GOES DOWN ON THE FARM

ADAMSTERRY

UTTERLY BUTTERY!

PETERBOROUGH JUNIOR MOTOCROSS CLUB

Website: www.pjmc.org.uk **Chairman:** John Harding **Track owners:** Ian and Jill Howard

PR: Philip Hind **Contact:** 07742 511993

For this month's Club Sandwich the long but not so winding road lead me down the A14 and into the flat Fenlands of East Anglia, my final destination being the wonderfully named Buttercup Farm for round 10 of the Peterborough JMC's championship series.

The meeting was a memorial event for a much missed and totally great character, Stuart Chapman. Stuart had been a life-long off-road enthusiast and a real stalwart of the Peterborough club for many years but he tragically died from cancer last year at just 48 years old.

Club PR officer Philip Hind mailed me back in July to tell me of the meeting and I fully expected Stuart's two racing sons Richard and Lewis to be youth riders. To my surprise however they turned out to be adult racers who had started with the club as youth competitors back in the early '90s.

Having never visited the venue before just the name Buttercup Farm conjured up images of a gentle, stress-free place that would deliver a relaxing day out on a pleasantly sunny day. And I have to tell you that's exactly what it turned out to be – in a quite magical little location! The day began with a super-friendly warm welcome from a club that prides itself on creating the right atmosphere, one that will encourage a return visit. Then followed a walk through the paddock that was absolutely rammed with 190 competitors – and that represents a club sandwich record so far this season.

Digging down a little further into those numbers I found a really healthy 109 youth riders with 24 of them being Autos. The attraction for the one-levered gang could well be the superb stone-free, soft and loamy dirt circuit that promotes confidence for them to learn the

art while at the same time giving enough challenge for all competitors no matter what the age. That plus the £15 race fee for autos and £25 for others.

The club started life with the help of Peterborough council back in the early '80s, running on land owned by them. It was a project to provide local riders with somewhere competitive that was both safe and organised. With the loss of that land in 2004 the club had to swiftly reorganise and the hook up with Ian and Jill Howard, the owners of Buttercup Farm, proved to be a real masterstroke.

Since 2005 the Howards have demonstrated an unwavering enthusiasm and commitment to improve the farm facility – and I think it's fair to say that without them the club would not exist today. The 22-acre plot already has impressive permanent toilets, cafe and club rooms – together with easy access from the main A141. All of that combined with the meticulous circuit prep by tractor magician Roy Dunkling – allied to chairman John Harding's friendly control, both behind the scenes and at the helm on race days – makes for a great club sandwich recipe.

Out on course an emotionally charged parade lap lead by Stuart Chapman's eldest son Richard got the proceedings under way. In the Autos it was Benjamin Parry who took the overall honours with a sparkling 2-1 in heat victories over Tom White. Callum Mitchell had a bit of a nightmare first time out in the 65s as Dillon Fitzpatrick nailed a great win but Callum recovered superbly to wrap up races two and three in fine style. It was Dillon, however, with his 1-2-3 card who claimed the Junior trophy with



Auto pilot
Caiden Wilkinson



Above: SW stars Connor Barnett, Liam Gamble, Eton Williams and Kathryn Booth
Below: Fast female Bethany Allison



Charlotte Plant and Kiah Cullum



Main: Kyle Jenkins yanks the holeshot
Right: It's an emotional day for brothers Richard and Lewis Chapman

DOUBLE TOPS!

BYMX AND EYC SIGN OFF AT CUSSSES GORSE AND WAKES COLNE

With all due respect to the BSMA and Masters crowd, when it comes to youth crowns the BYMX and EYC titles are the nation's biggies.

We've got eight champions this year across the ACU and MC Federation-run series and for the first time since the EYC's conception in '07 they are all different names – no double bubblers this year!

At the Cusses Gorse BYMX finale new Suzuki youth signing Albie Wilkie finally blew the candles out on both Keenan Hird and Taylor Hammal's fading 65cc championship hopes with his fourth overall series win of the year. Albie's sure to be a real force in next year's smallies, as is the new EYC champion Hird who finished the year at Wakes Colne with another third place overall that completed a remarkable run of MCF consistency with Keenan somewhere on the top three podium at every round.

Cobra kid Ryan Vickers struck yet again down in Essex to claim the section win and he subsequently overhauled Taylor Hammal for the runner-up slot in the series. From the last 20 races run Ryan delivered an impressive 14 heat wins proving himself to be more than a match for anyone.

In the SWs you have to say Oli Osmaston was one of the season's unluckiest riders with his mid-season trampoline accident pulling the sting from his championship efforts on both fronts. Oli hung on in the BYMX series to win the seventh round finale but Josh Gilbert rode quite magnificently yet again in the full knowledge that second place would claim the crown.

Meanwhile, a week later at Wakes Colne it was tiny Conrad Mewse who made a small piece of history as he nailed the EYC crown at just 11 years old. Who was the last smallies national champion at that age? Answers on a postcard please...

It was Gradie Featherstone who took the weekend's spoils with Todd

Kellet in second and champion Mewse in third. The big poser for Conrad right now, however, is what to do for next year? Or rather what size wheels to bolt in.

I think it's more than fair to say that Adam Sterry has been absolutely awesome in the BYMX BW ranks aboard his Evo-Tech Honda. The same goes for James Harrison in the EYC counterpart competition on his Twisted 7 four-banger – especially in the second half of the season with both guys really putting the hammer down.

Harrison won his final round in style as Sterry finished in a relaxed fourth place with his title virtually already won too. Tom Neal with an ACU season's best of sixth just about got himself onto the BYMX podium in Wiltshire but down in Essex he went a whole lot better with a fully pumped runner-up spot to savour. Jack Eldridge also turned in an EYC season's best with third place on the box.

For Ben Watson, however, his 2010 roller coaster continued. He dramatically edged out Liam Garland in BYMX land for a brilliant overall win but struggled a week later in the opening two motos and had to settle for fifth overall. He did however have some consolation with one heat win.

Moving on to the big fellas and it's a tale of one injured rider who couldn't possibly compete and lost out on a possible championship crown and one who had to race with an injury to make absolutely sure of his. The two riders in question were Lewis Tricket who dislocated his hip in qualification at Wakes Colne and Connor Walkley who rode through the pain barrier of a fractured sternum to heroically win the final BYMX weekend and secure his crown. >>

Lewis Huckerby in second place.

In the SW division Tommie Schofield proved to be a real diamond down in the dirt with his three race wins being the best youth return on the day. Austin Eary and Ashley Rudd claimed second and third overall in the smallies with equally consistent racing cards. In the BWs a fast and furious head-to-head between first race winner Max Hind and Jordan Pasquale eventually went Jordan's way as he triumphed in heats two and three.

Jordan Hind stood out in the Youth 125s as the fastest rider on course but an error in his last outing handed the overall win to Elliot Hadman.

Although this was essentially a youth event I'm sure you younger guys will fully understand and appreciate the biggest cheer of the day went up when in race two of the adults Richard Chapman blasted his super-quick two-stroke Honda to the heat win. That along with a brace of third place results gave Richard a third on the day as youth runner Harry Noakes took the overall win.

"Everything went like clockwork with all three blocks finishing by 4.30pm followed by an emotional presentation with the trophies being handed out by the Chapman family," explains Philip. "With Richard Chapman actually winning the second heat of the adult races it made his day. I congratulated him at the end of the race and he had a tear in his eye as he knew his dad would have been proud of him.

"With a significant amount of money also being raised for cancer charities it made the day that extra bit special."

If you'd like to see your club feature in a future Club Sandwich then contact us at mikegurney55@yahoo.co.uk



Amy Mannings and mum Rachel



Bradley Fairbrother, Ryan Allison and Callum Mitchell



Connor Walkley is congratulated by Luke Norris



BYMX Junior champ Albie Wilkie



Conrad Mewse claims the EYC BW85 title



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Sunny Thompson was the beneficiary of Lewis' misfortune, graciously taking the EYC Rookies crown for Samsung Yamaha. There were also terrific final round performances from Tom Kelly as he out-ran Nathan Watson and Gary Sharp to claim the BYMX runner-up berth and Jake Shipton who claimed the EYC equivalent position with one moto win.

James Dunn also had a part to play at both events as he wrapped up the 125cc BYMX adult support series, claiming four heat wins in the process. He then went wild at the MCF event with twice as many cubes to throw around. This time James carded two more race wins aboard his 250 smoker – the same as Jackson Evans on his – but it was Dunny who eventually got the weekend Rookie prize.

Talking about the smoker gang it was also good to see Jordan Godwin back on the top step of the Fuchs-Silkolene podium, winning the Junior 125cc section as he just nudged out Ben Howell.

EYC-FINAL STANDINGS

65s

1 Keenan Hird 1626, 2 Ryan Vickers 1540, 3 Taylor Hammal 1534, 4 Drew Warren 1329, 5 Dylan Woodcock 1109, 6 Bradley Flagg

SW85s

1 Conrad Mewse 1450, 2 Todd Kellet 1429, 3 Danny Lanfear 1385, 4 Josh Gilbert 1246, 5 Gradie Featherstone 1098, 6 Mitchell Lewis 973

BW85s

1 James Harrison 1528, 2 Ben Watson 1291, 3 Liam Garland 1135, 4 Tom Neal 1003, 5 Robert Davidson 1001, 4 Ben Howell 948

Rookies

1 Sunny Thompson 1518, 2 Jake Shipton 1362, 3 Lewis Trickett 1349, 4 Nathan Watson 924, 5 Rob Muscat 922, 6 George Baldwin 896



*Super-consistent
Keenan Hird*

BYMX-FINAL STANDINGS

65s

1 Albie Wilkie 317, 2 Keenan Hird 298, 3 Taylor Hammal 290, 4 James McFayden 243, 5 Jake Edey 241, 6 Alex Brown 238

SW85s

1 Josh Gilbert 297, 2 Oli Osmaston 288, 3 Robert Yates 276, 4 Jay Lamb 245, 5 Lewis Houghton 238, 6 Sid Evans 236

BW85s

1 Adam Sterry 308, 2 Ben Watson 297, 3 James Harrison 264, 4 Jack Kelly 264, 5 Liam Garland 262, 6 Corie Southwood 222

Youth Open

1 Connor Walkley 324, 2 Tom Kelly 291, 3 Nathan Watson 282, 4 Gary Sharp 269, 5 Luke Norris 249, 6 Jake Millward 210



*SW85cc hotshot
Casey Connolly*

MASTERBLASTERS!

WULFSport WINNERS CROWNED IN PONTRILAS MUDBATH...

As a bit of nail-biting MX drama this year's Wulfsport Mini Masters finale will surely take some beating! Adam Sterry described it as the "toughest day's racing" he had ever experienced and for Sam Winterburn it must have been a jagged little pill to swallow as the weather turned ugly on the final day at Pontrilas.

Going into the last round of the series, Sam was bang on course for his first ever national title win having lead the way in the points standings since round two at Dean Moor. Sterry had to miss out on that one due to a date clash with the opening round of the Euro 150F series in France and had been playing catch-up in the title race ever since.

The Sterry camp knew before Howton Court that although they had already twice as many heat wins on the board with 12 compared to Sam's total of six it would still take a mechanical failure or even worse for them to snatch the crown. Adam duly won the opening brace of day one motos in dry conditions as Sam carded third and fourth placed finishes that ensured a comfortable 61-point championship advantage. And in a confident little show Curtis Blamey nailed the two second place results.

On day two, however, with a few hours of heavy rain falling on top of an already well-watered course the circuit became virtually unreadable and almost impossible to ride. In the penultimate race of the series Murray Clunie impressively got the better of the awful

conditions to post his best result of the year. Sterry finished in third but a full lap down on Clunie as Blamey claimed another second place finish but for Winterburn the nightmare had began. His Suzuki gave up the ghost on lap two and he posted a DNF.

In the final race of the year Sam, on borrowed machinery, knew he had to finish with his lead now cut to just 16 points over Sterry with a full 50 still up for grabs. The conditions by this point were no better with riders having to paddle their way through the sticky morass. Only three riders managed to finish heat four and one of them was Sterry. Adam took the maximum points haul but heart-breaking for Sam his borrowed Suzuki boiled dry under the heavy strain leaving him with a second DNF and the silver medal in the series.

Following the event a week later at Cussey Gorse the Sterry camp admitted that the events of day two were really painful to watch as good friend Sam's title hopes got buried in the Herefordshire mud. They really didn't want to win a championship in that way but that's just how cruel racing can be at times.

In the SW element of the Mini Masters Charlie Hamlet on his Morris Oils Suzuki did his best to claim the ultimate series glory with a 1-2-1-1 final result. It was another contest that also went right down to the wire with a complicated last race thriller and at one point Charlie must have really thought he was the champion. The official result chart shows



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SERIES STANDINGS

MOTO PRO SW MINI MASTERS:

1 Casey Connelly 1250, 2 Charlie Hamlet 1238, 3 Tyron Cleaver 1170, 4 Henry Siddiqui 1085, 5 Jack Naylor 850, 6 Lewis Wigger 794

MOTO PRO BW MINI MASTERS:

1 Adam Sterry 1163, 2 Sam Winterburn 1129, 3 Murray Clunie 1077, 4 Thomas Davies 1050, 5 Sam Wragg 836, 6 Gareth Artus 728

PROPPA.COM MX2:

1 Dan Thornhill 1202, 2 James Dunn 1185, 3 Ryan Williams 1135, 4 Alexander Hussey 1019, 5 Jack Timms 809, 6 Luke Norris 714



Dan Thornhill wins in MX2



Adam Sterry snatches BW85 victory

him as the only SW finisher in the final race but after some reconsideration Casey Connelly was also rightly adjudged to have finished with his four laps constituting the required 75 per cent of the race.

When it was all finally totalled Casey had won the title by just 12 points from Charlie with his final weekend card reading 3-3-2-2 as Tyron Cleaver picked up the other heat win.

In the MX2 championship the finale came down to a four-way tussle with section leader Dan Thornhill holding a slender 12-point advantage over second-placed fellow Suzuki rider James Dunn and also having to fight off the attentions of Ryan Williams and Alexander Hussey.

In the opening moto Dunny surprisingly only posted a 10th place finish and that, along with his decision to miss day two at Mallory Park in the series opener to go Red Bull Pro Nationals racing, almost certainly cost him the title. Dunny went on to lay down a 3-1-1 result but with Thornhill finishing in no worse than third place all weekend the title was Dan's by just 17 points in yet another close finish.



KING JAMES!

WE CATCH UP WITH THE RED BULL EYC BW85cc CHAMP...

What a year it's been in the Red Bull Elite Youth Cup. From the 65s through to the Rookie class the racing has simply been brilliant with the kind of action and determination you'd see from the pro riders. No question there's some good talent coming up through the ranks and one of them is the 2010 Red Bull Elite Youth Cup BW champ James Harrison. After taking the title in style at the final round at Wakes Colne with four out of five race wins we asked him about his year.

Rage: James, you certainly went out on a high. How does it feel to win the Red Bull Elite Youth Cup BW title?

JH: "It feels brilliant because I know that I've put the work in and been really consistent. It's such a cool series as well so it makes it a little more rewarding. The tracks are always really good and they're big events with more people so you feel pretty good up on the podium."

"That was my realistic aim for the year, to make the podium every time and apart from the second Canada Heights round I did so that's pretty good. Obviously, I try to win every race but winning the championship is the important thing and what shows up in the record books. I'm pumped on being the champion."

Rage: There's been some tough competition, do you think you deserve the title?

JH: "Yeah, I think I do. I know that Ben [Howell] was leading the series and went out with a broken collarbone at Pontrilas and that was bad luck for him but everyone has bad luck. I had a few small mechanical issues up to that point that could've happened to anyone and I know I would've been a lot closer to Ben in the standings when he got hurt without them."

"I had a sticking front brake at Landrake, a problem with the rear one at Whitby and then a

puncture when I was checking out at the front, just loads of little things that made a difference. My speed has been good even if my starts haven't been and I've fought through the pack a lot this year so I'm happy and now I'm looking forward to getting on the 250F and into the Rookie class."

Rage: Yeah, we're sure you are. You're certainly tall enough for the 250F – you've been all over that 150CRF like a praying mantis! So what are your expectations for 2011?

JH: "Ha, yeah, I've been banging my knees on the handlebars all year! Next year I just want to make sure I improve race to race as it's a big step up and I don't know what to expect. I'll go to the first round just wanting to ride strong and if I'm near the front then we'll take it from there. Sunny Thompson has proved you can move up and win the Rookie class in your rookie year but I'm not saying I will."

"But I'll be trying – that's for sure – because I like winning, I just want to race hard with no pressure, not that I get any from anyone other than the pressure I put on myself. I'll be riding for Twisted 7 again but switching to Kawasaki and I'll have new team-mates which will be cool. I'll be able to learn from the pro riders on the team and also go out riding a lot with the younger members so I'm really looking forward to next year with Twisted 7 and Kawasaki."

Rage: Good stuff! To sign off, anyone you'd like to give a shout out to for helping you this year?

JH: "Yeah, there's a lot of good people behind me and I really appreciate it. Obviously my family and friends, I couldn't do it without them. Romwy Garden Machinery, JMX Performance, Matt at Evo Tech, Goldentyre, Rock Oil, Adam at Thor, Jeff Perrett, Dan Stride and all from Twisted 7 and everyone who's cheered me on or given me advice. Thanks."

GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk

Billy's AMA debut doesn't go the way he hoped and the early morning smiles don't last out the day...

BAD KARMA!

BILLY'S AMERICAN DREAM TURNS INTO AN AMERICAN NIGHTMARE – NOT TO MENTION A FASHION DISASTER – AS HE CRASHES OUT OF HIS FILL-IN RIDE FOR REED...

Words by Billy MacKenzie Photo by Steve Cox

Well I guess I should tell you all about my little US trip! I got a 17th place and a broken collarbone – a long way off what I was hoping for which was two decent top 10 places and a des Nations ride! I guess karma wasn't on my side for this little adventure – I wonder what I've done this time? I've defo NOT joined any bad political parties again...

So race day went like this. I flew from California with the team. There's a 'status' within the team and it's pretty funny to observe. Mike Fisher is the boss man, he's a really funny guy with a certain sarcastic personality. He reminds me a little of Steve Dixon – he's quiet and seems to take everything in but is also able to throw these funny comments in spur of the moment.

The whole team were amazing to work with, everything was methodically organised and the general banter of the team was always good. Lots of jokes and laughs flowing which made me feel like I fitted in immediately. At the airport there was this jockeying for seat positions on the plane – everyone was trying to get closer to the front by asking for upgrades and stuff. It reminded me of the school bus but in reverse. By 'status' I mean that Mike Fisher gets the best seats followed by this other dude, Tom, who is like Mike's secretary, then after that it's the mechanics, then me!

It was like a more organised version of getting on a Ryan Air flight but instead of waiting patiently by the gate to be first in line to get the first choice of seat these guys all have air miles that they use to better their status every time. Mike and Tom being the top dogs go business class while the rest of us just fall in line at the back.

We spent a lot of days testing before the race and I guess you guys all wanna know what the bike was like? It was pretty damn good! It took me a while to get it set up for how I ride but there was definitely a good feeling as soon as I jumped on it. The suspension was really

nice and firm, sitting in the stroke really nicely while still keeping level. You could tell it was Chad's, the way the bike was handling was kinda like how Chad rides? Ya get me?

I got fully hooked up with gear for the races. I was in completely new kit from head to toe. I'm talking new knee braces, knee brace socks, new socks, new boots, new lid, new gloves etc. The knee braces were a bit of a wild idea – I had been thinking to myself for a while now that I really need to start wearing my knee braces again. There have been a few times this year I've felt a little tweak in the corners while racing and told myself when I get the chance I'd get measured up and get back into wearing them.

I went to Asterisk the week before the race and got measured up with some shiny new braces – they were really comfortable and I was happy that I was gonna start wearing them again. Well it was all good looking at them in their shiny new wrappers but it was a different story come first practice...

I was mooching around the Kawasaki truck that morning, running around getting passes, signing papers for my licence and trying to find something healthy to eat for breakfast. I was on my best behaviour, trying to do everything right in preparation for the race. There was a lot of things going on, I had to have photos taken for the TV, a few interviews and it was all a bit hectic. When I finally sat down for five minutes I saw Mike Fisher's head pop round the door telling me I better get ready as I was on the track in 10 minutes! I acted cool like I knew but really I started to panic!

I was chucking my gear on – first the brand new socks were far too small for me and I could barely get them up over my calves! Next the knee brace socks – all good. Then my shiny new knee braces – I struggled a bit getting the clips in but eventually had them on and done up nice and tight and they felt good. Then came the big problem. I had three new sets of 2011 No Fear

gear, it looked so sexy and I couldn't wait to get kitted up and see how 'American' I looked. I put my feet through and pulled them up only to discover they were far too small for me, especially now I had knee braces on!

I didn't have time to mess around so I had to squeeze into these leotard type trousers and put on my XL shirt! It was so wrong! I looked like some kinda super hero, like Mr Incredible! You know, with a huge upper body and skinny legs? Ah man, I was so uncomfortable and a little embarrassed. I looked like a total goon! It's true what they say, you can't go fast if you don't look cool – or at least semi decent. But me? I looked so out of place it ruined my whole first session! I jumped on the bike, conscious of how big my shirt was in comparison to my legs. I tried to block it out but I'm sure people were laughing at me!

Anyway, my mechanic Dana Wiggins was really cool and told me the first session won't be so important as the track will be faster in the second session. "Just learn the track and get loosed up," he said and I looked at the track and he was right – it would be faster the next session as it was still a bit greasy.

I got on the track and was really trying my hardest to get some sections working but I was having such a s***t time. I couldn't bend my knees hardly and the buckle was digging into my bladder every time I sat down. I was riding like a total goon! So I finished off the session without putting down a single lap figuring since Dana told me not to that it would be all right. When I got back to the truck I could tell everyone was a bit concerned. I finished 32nd! I dunno if they thought that I had put a lap in or not but I just tried to play it down and tell them I was just learning the track which was the truth! Even Pourcel said to me after that I should always put a lap in, in case it rains or something... I didn't even think about that!

I ran over to Kevin Windham and asked if I could



borrow some knee pads on the sly. I blagged some off him and ran back to the truck, tried them on with my uber tight trousers and felt a whole lot better! It was such a relief! I couldn't bare the thought of trying to ride two motos feeling like I was wearing stilts!

Second practice was approaching and I was far more relaxed going into this one but it was funny watching everyone's body language around me, they were truly worried that I was gonna struggle to even qualify! I still had my wind sail shirt on but I felt loads better with some knee pads.

I spent the out lap just looking at some lines and planning my lap then gave the guy in front of me a little room before laying the hammer down. This was my first lap round the track, my first full lap! I had only really got the jumps dialled in and done a few fast corners in the first session, now all of a sudden I was about to put my qualifying lap down on my first fast lap round the track! It was like a total switch in my head and as soon as I locked the throttle back and threw down a scrub on the first tabletop I was in racing mode again. All my worries went out the window as I made sure I hit every line inch perfect! Although it was early in the session and I had to find my way past the guy in front I went pole! I stayed pole for a long old time too, only dropping to fourth by the end. Pretty funny! The Kawasaki guys all had smiles on their faces again and it looked like it took the pressure off.

It was a confidence boost for sure. I had been riding fast in practice during the week – the same pace as Dean Wilson and putting in some faster lap times than Nick Wey. It was good to judge myself against these guys. I knew I wasn't going slow in Australia but the way people go on about Oz is like they are a long way off the US or the GPs. Well it was nice to see that my speed was still good and it was now down to me to show it for the race.

The first race got under way and I got a bad start.

I rode really awesome the first few laps and managed to come from 16th to sixth I was told. I got in behind Townley after passing a lot of top guys and tried to settle myself and find a rhythm. I've been learning a lot about my riding style this year, trying to work out when to push and when to chill. My speed has always been good but keeping that speed for the full race has sometimes proved difficult in the past. Well this time I was trying to work the race out and find a comfortable pace so I could save some for the end. I didn't wanna go full chat and do my usual – get armpump and crash!

So I settled into a pace but it wasn't fast enough, I lost sight of Townley and ended up getting in a fight with the people behind me. I kinda lost my head a little bit, started taking terrible lines and riding defensive. Soon I was getting passed every lap and just riding like a idiot. I was getting angry but the harder I tried the slower I went, my line choice was terrible and it just went wrong! I came home 17th and truly pissed off! I got slammed on the last lap and got passed by three riders! It really wasn't good!

The Kawasaki guys were fully pumped with how I rode for the first half of the race at least but that's all they said – they're good at picking the positives and were nice enough not to tell me the negatives. I already knew them anyway!

I got myself together and had a really positive attitude for the second race, I really wanted to get a result now I had got my first race nerves out the way. I lined up on the start, the 30-second board went sideways, I pulled my foot up to put her in second gear but as I lifted my foot up I hit the gear lever! The bike jumped into gear but I wasn't sure if it was in gear or not! I panicked! I threw her all the way down to first while everyone around me were revved up and locked on the gate. I hooked two gears hoping for a neutral and second but must have hit second and then third!

The gate dropped and I was a bike length behind

everyone going into the first turn where there was a huge pile up in front of me. I couldn't do anything and went straight over the bars as I hit a fallen Yamaha. Landed hard and snapped my collarbone! Game over.

So if there's anything I've learned here it's that you make your own luck. I can't blame breaking my collarbone on bad luck. I was the one who put it in the wrong gear, therefore resulting in a bad start and leaving myself open to carnage. Same with my race kit. I saw the pants were a 32 waist but chose to ignore it as I didn't wanna cause any hassle – it was all printed up and I was having trouble with my trousers coming down anyway. The knee braces? I've been wearing knee pads all year, then all of a sudden I decide to wear knee braces? That's just stupid. One thing I've been doing this year is paying attention to feeling comfortable on the bike. I even went out and bought myself some really snug air tech football socks in Australia! Whenever I had a problem on the bike I used to try think of a way to fix it. Just trying to improve each weekend.

So anyways, the USA trip didn't go to plan and I take back what I said about Dixon begging me to be on the Nations team! Good one Billy! And the boys did great – just one point off the podium!

I'm just trying to heal up now. I had it plated so it's gonna take another three to four weeks before it will be good to ride again and I'll probably be missing the first couple of SX rounds which sucks. But I need to make sure I'm on my game before I hit the supercross tracks. The weather is getting hot over here – our summer is your winter – so for the next few months it's gonna be sun cream, SX and BBQs! I just can't wait to get back on the bike...

BD 12/11

DEAN WILSON

LAZER





 **thor**